



THE COMPASS



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NSailClub@AOL.com

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THE NEWSLETTER OF
THE NOCKAMIXON
SAIL CLUB

Winter Time at Lake Nockamixon—by Diane Paxton

THE NOCKAMIXON SAIL CLUB
P.O. BOX 133
TELFORD, PA 18969

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It will be warmer when we begin our 2013 sailing season on April 13th!



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COMMODORE'S CORNER - by Craig Tourtellott, HilltopSailor

Year TWO as the Commodore of NSC, can it get any better. Plans are in place for an exciting year on the lake. The calendar of events is taking shape. Fleet Council meetings have been scheduled and one was held in January, one in February and one planned for March. The council has been focusing on completing the events for 2013. The council does the business of the club with the help of our elected officers, the Admiralty and the appointed Fleet Captains.

The volunteers on the council get it done - Christen R as Vice Commodore has a great vision of what makes our parties the key events; Bill P and Gary B as Rear Commodores focus on the calendar to be sure someone has something to do on the lake from April to October; Brian S as Quartermaster may be humble but does not lack the skills to 'fix' our club boats; Dan R as Communication does just that, he is a rock for the club; Glenn W our Membership and web master keeps our data current and gives us tools to 'blog' sailing; Marsha C is the money lady, the NSC Treasurer, we are very healthy at the moment with assets; and lastly the Admiralty a team of Brian S, Bob R, Tom K and Doug M.

What can you do? Plan to support the events. We try to make the list of events fun, related to sailing and promote our sport. If you just love to sail without all of the rules or event guidelines, we hold activities where we all can share our sailing tales in fellowship. Read on and see what we have for plans this year.





Nockamixon Sail Club

2013 Spring Warm-Up Banquet

March 23, 2013

VICE-COMMODORE
Christen Rex



Quakertown Firehouse Banquet Room
1319 Park Avenue

5:00 p.m. (Doors Open/Open Bar)
6:00 p.m. - 7:30 p.m. (Dinner)
7:30 p.m. - 8:00 p.m. (Fleet Meetings)

It's time to usher in the 2013 sailing season! What better way to say "Bon Voyage" to Winter and greet your fellow NSC and fleet members? This event is a social opportunity for all of our current and new members to meet, reconnect, share stories about winter sailing trips and adventures, and celebrate our upcoming 2013 Sailing Season!

The "Open Bar" (assorted beer, wine, soda and juice) begins at 5:00 p.m., followed by a buffet dinner at 6:00 p.m. (Salad, Vegetable Lasagne, Southern Fried Chicken, Sausage & Peppers, Yankee Pot Roast, String Bean Amandine, Potato Croquettes, Coffee and assorted Dessert). ***If you are partial to a particular brand or type of beverage, please feel free to bring your own for your enjoyment.***

After dinner, each Fleet will meet separately to elect their Fleet Officers. Our Commodore, Craig Tourtellott, will give a brief introduction of our Fleet Officers and Captains, in addition to an overview of the upcoming 2013 season.

The cost per person for the event is as follows:

2013 NSC Members (22 and older)	\$25.00
Children (9 and under)	Free
Young Adults (17 and under)	\$15.00
Adults (18 to 21)	\$20.00
NSC Patrons and non-members	\$35.00

***Please email your advance reservation to regisgreen@hotmail.com by March 8th ***

Payment is due by March 16th. Checks are payable to "Nockamixon Sail Club".

Mail payments to: Christen Rex, 227 S. 2nd St., North Wales, PA 19454

Directions to the 2013 NSC Spring Warm-Up at the Quakertown Firehouse Banquet Room

1313 Park Avenue, Quakertown, PA

From the Northeast Extension of the PA Turnpike I-476

Take the Quakertown Exit #44 and proceed East on Rt-663

Turn Right/South at the intersection of Rt-309

Turn Left at the next intersection, Park Avenue (Hess & Getty Gas Stations, Dairy Queen, Carpet Store)

Turn Left into the Firehouse property just after the YMCA building

Parking and Entrance in the rear of the building

From the North proceeding South on Rt-309

Pass through the intersection of Rt-663

Turn Left at the next intersection, Park Avenue (Hess & Getty Gas Stations, Dairy Queen, Carpet Store)

Turn Left into the Firehouse property just after the YMCA building

Parking and Entrance in the rear of the building

From the South proceeding North on Rt-309

Proceed into the Quakertown Area

Turn Right at the Park Avenue intersection (Hess & Getty Gas Stations, Dairy Queen, Carpet Store)

Turn Left into the Firehouse property just after the YMCA building

Parking and Entrance in the rear of the building

From the South proceeding North on Rt-313

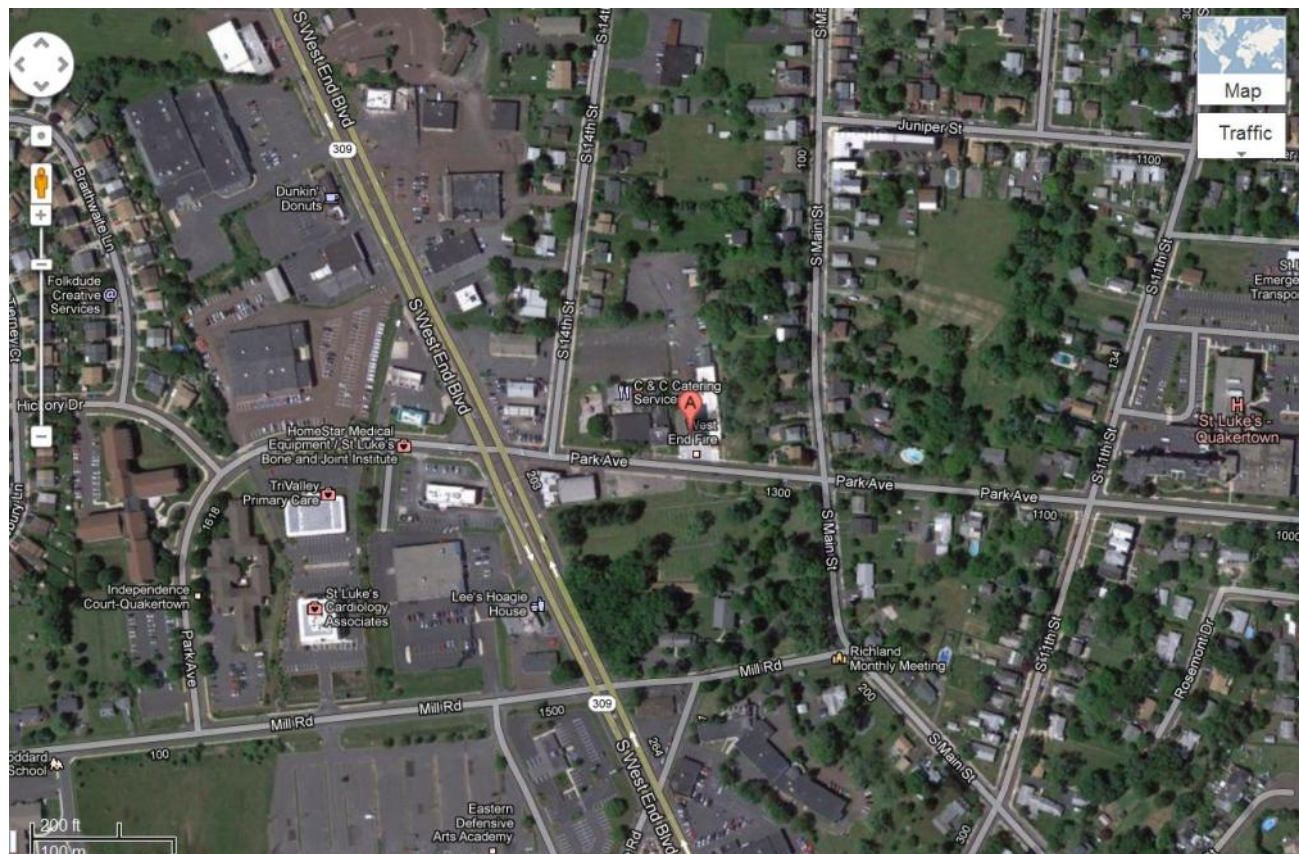
Pass through the downtown area of Quakertown

Turn Left onto S. Main Street (after 12th street)

Take the first Right onto Park Avenue

Turn Right into the Firehouse property just after the YMCA building

Parking and Entrance in the rear of the building



The State of NSC 2013 Racing Season — Gary Bonner, Rear Commodore of Racing

The sky is a little brighter when the alarm goes off each morning, snow drops and a few crocuses are in bloom, there's a robin or two flying around; it must mean the 2013 sailing season is just around the corner. (I never did get around to putting on that new winter cover. Next year...)



As of this writing, we have not yet received our activity permits from the Park and the Fish & Boat Commission. Hopefully we'll have them by the time you read this. As soon as we get the permits, the 2013 calendar will be posted on the NSC website, and the fleets can finalize their schedules.

Once we have the permits, RC scheduling will commence. Things will be done a little differently this year: Rather than everyone requesting dates via email, a request option will be set up on the NSC website whereby members can indicate their preferred dates for RC service. A notice will be sent via an NSCPA email when the RC scheduling function is available.

Speaking of RC scheduling, I'd like to thank Greg Morrison for coordinating this effort the past few years. At this time, though, Greg is looking to pass on these duties to another member. If anyone is interested in stepping up to help out, please let me know.

Finally, we did some fine tuning to the Bylaws and Notice of Race during the off season to address some issues with the scoring of the Championship Cup Series. Under the old language, it was not clear how the series should be scored in the event that fewer than seven invitational regattas were sailed. The new language specifies that the series comprises the sailed invitational regattas, with the number of throw-outs dependent on the number of races sailed. The change also specifies that the skipper, and not the boat, is scored, so that the same boat need not be sailed in each regatta. This had been the practice anyway, but now the Bylaws/NOR are clear. The revised Bylaws can be found on the website at <http://nockamixonsailclub.org/content/nockamixon-sail-club-constitution-and-bylaws>; the revision is in Article X, Section 19. The Notice of Race and Sailing Instructions were also revised to conform with the ISAF 2013–2016 racing rules and to clarify rules at the starting and finishing lines. A copy is enclosed with this issue and is also available on the website, at <http://nockamixonsailclub.org/content/racing-nockamixon-sail-club>.





NOCKAMIXON SAIL CLUB

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

NOTICE OF RACE

1 RULES. Racing at Nockamixon Sail Club (NSC) will be governed by the current rules as defined in *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 NSC racing members and to guests of NSC racing members. The skipper of each entry will 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 rules). Events using Portsmouth Yardstick ratings will use 'D-PN' ratings 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 at the next meeting of the council and shall apply for the sailing season, or until US Sailing issues new ratings.

5 FEES. Invitational Regattas shall have a registration fee of \$10. Fees shall be waived for NSC racing members who are also members of US Sailing, unless changed by the Notice of Race for the event. Guests shall pay a \$5 guest fee on non-regatta race days. Guest registration is limited to five (5) race days in a season.

7 SCHEDULE. The schedule of races will be published in the NSC newsletter, on the NSC website and available at the skippers meeting. A minimum of five (5) 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."

Saturday Schedule	The scheduled time for the skippers meeting is 10:00am and the Warning Signal for the first fleet is 11:00am. Warning Signal for the any fleet will not be made after 3:00pm.
Sunday Schedule	The scheduled time for the skippers meeting is 11:00am and the Warning Signal for the first fleet is 12:00pm. Warning Signal for the any fleet will not be made after 4:00pm.
NSC Championship "Cup"	The series will be seven (7) race days which will include all Invitational Regattas.
NSC Frostbite	The Series will be up to six (6) race days in the Spring & Fall (see NSC By-Laws).

9 SAILING INSTRUCTIONS. The Notice of Race and Sailing Instructions will be published in the NSC Newsletter, on the NSC website and available at the skippers meeting.

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

11 THE COURSES. The Racing Course Card shows location of racing area, visual signals, diagrams of courses, and general locations of marks.

13 SCORING. Low Point System of Appendix A will apply. 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 longer than a regatta shall be awarded points equal to their average score for races they complete in that series (R/C score).

Invitational Regattas	Regatta scores will be the total of up to 3 races with no exclusions. This alters RRS A2.
NSC Championship "Cup"	The series is comprised of the seven NSC Invitational Regattas, including the Victor Jaczun Memorial Regatta. If 15 or fewer races in the series are completed, all races shall be included. For each completed race greater than 15, one race shall be excluded. The series score shall not include more than three (3) R/C scores.

19 PRIZES. Prizes will be awarded to the first three (3) finishers for Invitational Regattas. Fleet prizes shall be awarded at the discretion of the fleet. To qualify for NSC racing prizes, except for Invitational Regattas, the skipper of the boat must be a NSC racing member and must have served R/C duty at least once during the season.

NSC Championship "Cup"	A trophy will be awarded to the series winner.
NSC Frostbite	Trophies will be awarded to the top three series winners.

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 in conjunction with or prior to, during, or after 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 third-party liability insurance. The liability coverage shall be adequate for racing at NSC.

SECTIONS 2, 4, 6, 8, 12, 14-18 and 22 of RRS Appendix K "Notice of Race Guide" are RESERVED

Revision 2013



NOCKAMIXON SAIL CLUB

PO Box 133, Telford, PA 18969
Web: NockamixonSailClub.org
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SAILING INSTRUCTIONS

- 1 RULES.** See: Notice of Race, Section 1, Rules.
- 2 NOTICES TO COMPETITORS.** Notices to competitors may be provided by the Race Committee (R/C) during the skippers meeting or on the water before, or between, races. See also Nockamixon Sail Club (NSC) Notice of Race.
- 5 SCHEDULE OF RACES.** See: Notice of Race, Section 7, Schedule.
- 6 CLASS FLAGS.** Class/fleet flags will be as provided by the fleet. The class/fleet flag for NSC events will be the NSC burgee on a white background flag.
- 7 RACING AREAS.** The Racing Course Card shows the location of racing area, visual signals, diagrams of courses, and general location of marks.
- 8 THE COURSES.** Courses for each race will be selected by the RC and shall be windward-leeward (W), triangles (T), or combinations of these courses (e.g. TW, TTT, TWT, W, etc.) as shown on the Racing Course Card. The course length shall be chosen such that the lead boat finishes in approximately forty (40) minutes. The course shall be displayed on the R/C boat using Racing Course Signal Boards no later than the Warning Signal.
- 9 MARKS.** Marks will be yellow buoys, lettered "A" "B" & "C", which shall be rounded to port. 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 orange/red buoys, and the R/C boat. The order for rounding marks will be displayed using the Racing Course Signal Boards on the R/C boat (see Racing Course Card).
- 11 THE START.** Races will be started by using rule 26 with the Warning Signal, a class/fleet flag with one sound, given five (5) minutes before the starting signal. The preparatory signal will be a Blue-White-Blue flag (see Racing Course Card). Four (4) registered boats, present in the starting area, shall be required to start a race. Four (4) fleet boats shall be required for a separate fleet start, except for the Portsmouth fleet which may have a separate fleet start with less than four (4) boats. For multiple fleet 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 the port-end starting mark.
- After starting and rounding the first mark, a boat shall not cross the starting line until all fleets have started correctly (fleet, postponement or general/ individual recall flag is not being displayed), until that time, the starting line is an obstruction.
- In the event of a general recall, in multiple-start sequences, the offending fleet shall re-start at the end of the sequence after all the other fleets have started correctly. This changes rule 29.2. A boat starting later than ten (10) minutes after her starting signal will be scored as Did Not Start (DNS). This changes rule A4.
- 13 THE FINISH.** A finishing line, separate from the starting line, shall be set. The finishing line will be between the nearest signal mast on the R/C boat at the port-end of the line and the starboard-end finishing mark.
- After starting, a boat shall not cross the finishing line unless finishing. The finishing line is an obstruction to a boat that has started, unless she is finishing.
- When a course is shortened by the R/C displaying the flag S with two sounds (optionally with class/fleet flag for multiple fleet starts), boats shall go to the next mark of the course (as defined by the lead boat, in a fleet), round the mark and then finish at the finish line, bounded by the R/C boat and the finishing 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 fleet, has rounded the first mark within thirty (30) minutes, or fails to finish the race within ninety (90) minutes, the race for the fleet will be abandoned. Boats, in a fleet, failing to finish within thirty (30) minutes after the first boat in that fleet sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35, A4 and A5.
- 16 PROTESTS.** For racing at NSC rule 61.1(a)(2) does not apply. This changes rule 61.1. R/C members intending to protest a boat will attempt to hail "Protest" to that boat. The R/C may penalize boats under rule P1-P4 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 flotation device. Life jackets must be worn when the Code Signal "Y" is flown on the race committee (R/C) boat. A boat that retires from a race shall notify the R/C as soon as possible.
- 26 PRIZES.** See: Notice of Race, Section 19, Prizes.
- 27 DISCLAIMER OF LIABILITY.** See: Notice of Race, Section 20, Disclaimer of Liability
- SECTIONS 3, 4, 10, 12, 14, 19-25, and 28 of RRS Appendix L "Sailing Instructions Guide" are RESERVED**

The Sailing Season is Almost Upon Us - by Bill Pfanstiel, Rear Commodore of Cruising

In just about a month the sailing season at Lake Nockamixon will begin, I can hardly wait. Each year the winters seem to get longer. We have many events to get excited about this year. As usual the first event will be our Launch Assist weekends, the main event will be the second weekend in April. There will be plenty of help available to assist in getting our boats into the water. Launch assist other weekends will be by appointment only.



Once our boats are in the water there are lots of things to do. We have our usual Full Moon Sails and Raft Ups, this year each one will have a theme. Christmas in July should be fun, guess when that is. Of course we will be having our annual Holiday Flag Parades, these are held on Memorial Day, 4th of July, and Labor Day. So decorate your boat and join us a raft up will follow each parade.

The fun races are a popular event. We will be having several water cannon races, great for a hot day. This is a great way to hone your sailing skills as you try to get close enough to blast the people in the other boats. We are also having a tennis ball fun race where we sail around floating laundry baskets and try to get numbered tennis balls into the basket without missing, another fun way to become a better sailor.

This year we are trying something new, we are going to hold a Poker Rally Fun Race. This will be in place of the Coves Challenge. We will sail to five or six points around the lake and collect poker cards, the boat with best hand wins. This will be a great way to sail to parts of the lake that may be new to you. We will be holding our annual Ladies Dam Race as well. This race starts outside the marina and goes to the dam and back. This is for lady skippers only, although they can have male crew.

Our Sail and Learn series will be held again this year. These are popular seminars designed to help us become better sailors. Some of the possible topics will be: using the Spinnaker, Intro to Sailboat racing, Using the VHF radio, Rules of the Road and how to survive a Capsize. All these events and more can be found on the Nockamixon Sail Club Cruising calendar to be out soon. We look forward to seeing you all out on the water. Happy Sailing



Com Pac Fleet Repot — by Ralph Erickson Fleet Captain

The Com Pac Fleet is anxiously awaiting the spring launch season, and celebrated the fact that it won't be long at our annual Com Pac Fleet Winter Gala on February 23 at the Cactus Grill. Fleet members dined on good food and talked of all things sailing. Ralph Erickson was voted in as Fleet Captain for another year. We were pleased to be joined at the restaurant by the Precision Fleet, the O'Day Fleet and the Catalina Fleet!

Fleet members have spent the winter performing various boat preparations, such as Gil Weiss building a new solar panel setup, Bill Pfanstiel having rudder work performed and Ralph Erickson having motor work done.

Fleet activities will continue through the sailing season with impromptu raft ups and get togethers as the spirit hits us!

Pictured Below are Com Pac Fleet members at the Cactus Grill on 2/23/13.



Thanks San Diego, That was AWESOME! I WILL be back, and SOON! by Craig Smith, Thistle #818

How awesome was the 2013 Thistle Midwinter's West Regatta? How does this sound? We sailed 14 races in 4 days, including 2 match races, in winds mostly from 8 to 12 knots, with nine of those races in the Pacific Ocean. Not sure it can get much better than that!



The Thistle Midwinter's WEST Regatta is a tradition that goes back to 1972. The Mission Bay Yacht Club has been the host club for most of those 40 years, and MWW has traditionally been one of the best Thistle regattas on the west coast. I had attended this regatta on two previous occasions. The first was in 2009 while I was serving as Thistle Class President. I had a goal to attend every major Thistle regatta that year. I had so much fun that I decided to go back again the following year. Last fall, I decided to go back to MWW again because my regular forward crew, Kerrie Seberg from Annapolis, is a school teacher and can't take a full week off to do the Midwinters EAST regatta in St Petersburg Florida, the winter Thistle regatta that I usually attend. The format of the MWW was perfect for her schedule because the racing starts on Thursday and goes through Sunday. This allowed her to work a short day on Wednesday, catch a late flight, and be back to work again Monday morning, only missing 2 days of work. Our third crew was Peter Lalli, a fun and talented local guy who is good friends with Greg and Judy Morrison. The three of us sailed several regattas together in the fall and had so much fun that we wanted to do it again this year.

The 2013 Midwinters WEST regatta began on Thursday, January 31st, with practice races and a coaching session on January 30th. Since we flew to the regatta, we had to borrow a boat. I was the only east coast skipper to attend this year so I was able to have the "pick of the litter" and chartered one of the newest boats in the Mission Bay Fleet. This boat had won this regatta several times and is always a contender. I was excited to have a good boat and had high hopes for our performance. Since Kerrie would not arrive until Wednesday evening, Peter and I spent most of Wednesday setting up the boat. Amongst our other duties, we had to do a minor repair on the mast step which unfortunately took longer than anticipated. We were able to make it out to the practice races on Mission Bay and did pretty well considering we were double handing when most other boats had 3 on board.

The official regatta started on Thursday, and although there was very little wind during the skippers meeting, the PRO predicted there would be wind by 11:30 and it would be a good day of racing. So we headed out toward the Pacific Ocean. The PRO was absolutely right about the wind, and we started racing in about 8 knots of wind, after only a 10 minute postponement on the water. The wind for the 2nd race built to about 12 knots but dropped to below 10 knots midway through the 3rd race. We had a pretty good day on the score sheet and were able to make the cut and be in the Championship Division for the remainder of the regatta.

Day 2 started with overcast skies, and I think I felt a rain drop or two before the start of the first race (that is VERY unusual for California!). The winds were a little stronger than they were on Thursday but the velocity was only about 12 knots with a few higher gusts. Although our team had some good starts and were near the top in two of the races, we were mid fleet or below by the end of each race. Since all 28 boats started together we finished behind many of the boats of the second division (ouch!). But we had many excuses and were still having a great time, so we told ourselves we would make it up the following day.

Saturday started out much as Thursday did with very little wind in the morning, but by the time we made it out of the bay and into the ocean, the wind began to build. When the first race started, we had a solid 5 knots of wind and it was building. We got another 3 good races in although the final race was shortened due to the dying breeze. Again, we failed to meet our expectations on the score sheet. In our frustration, I began to pay particular attention to the sail shape on the boat. Since I was using new sails, we should have had good speed, but on the upwind legs we did not. I noticed that I had difficulty getting the top batten on the main sail to stall as it is supposed to do 30% of the time. We discussed it and decided to check the mast tuning once we got on shore.

Saturday was the conclusion of the first regatta of the weekend and the banquet was held on Saturday evening at the yacht club. We ended up in 14th place in the Championship Division. It is true that we did not meet our expectations, but our level of "fun" was not adversely affected by our sailing performance! The motto on our boat is: "Fun is more important than good!" and this week in particular, that was a good thing!

On Sunday morning, we went to the club early enough to check the rigging to see if we could figure out why we were so slow. Much to our surprise, we discovered that the mast rake was 3 inches too short, and the mast was also cocked to one side! Oh Boy! Lesson learned: ALWAYS check the rig tuning on a borrowed boat BEFORE the racing starts!!!



Now, the SECOND regatta of the weekend was ready to begin, and we think we fixed our speed problem! We were ready to redeem ourselves in the Larry Klein Match Racing Championship. The format of this event is that there are 3 fleet races in the morning to determine the top 8 boats, which then proceed to the match racing finals. The courses for the fleet racing were short, 1 lap, windward leeward courses with 15 boats competing. With so many boats, good starts and mark roundings were keys to doing well. Our team's finishes in the fleet racing were 4, 11 and 6, which was good enough to put us in 7th place and on to the match racing!

A second skippers meeting was then held to discuss the match racing rules. Since I was in 7th place, I would sail against the second place boat from the fleet racing. This was Chris Gedrose from Seattle. Although I have done quite a bit of Thistle racing, this was my first ever match race, so I knew it was going to be a great learning experience!

In the starting sequence of my first race, I was able to gain starboard advantage on Chris, I headed toward him while he was on port, with the expectation that he would go head to wind and we would ride out the luffing match. Instead, he tried to go below me and ended up This resulted in some confusion on his boat and The penalty required him to do a penalty turn front of him at the start and stayed in front for first of the two downwind legs. Our win put us



breaking his tiller extension in the progress. a minor collision, for which he was penalized. prior to the end of the race. I was able to get in the entire race, although he got close on the in the semi-finals against Mike Gillum, past TCA President and a finalist multiple times in this regatta.

The starting sequence in my race with Mike was pretty even until he allowed me to shut him out at the committee boat with 4 seconds to go before the gun. As the race started, I stupidly sailed down the start line rather than going

close hauled. This allowed Mike to get back in the race. He engaged us in a fierce tacking duel on the first leg, which was going OK until our jib sheet got caught on the tack pin for the main sail. This allowed Mike to pass us and stay in front for the win. He then went onto the match racing finals, in which he was beaten by Chris Snow.

With the near perfect conditions, I think I would have to consider the 2013 Midwinter's West Regatta just about the best regatta I have ever attended. If you combine that with the beautifully sunsets, great weather, abundant sea life, and great hospitality, I must go back again, SOON!!! Anybody else want to go?



Thistle Fleet #176 Winter Get Together by Robin Bonner, Thistle #3077

The NSC Thistle sailors gathered for camaraderie, to swap stories, and to generally organize for the coming season at the fleet's annual winter get-together, on Saturday- February 16th. Peyton and Adam Ankers hosted the shindig at their East Falls home. Amid a backdrop of nautical artifacts, comfy furniture and Adam's framed ink drawings, attendees enjoyed Belgian beer, hearty sandwiches, guacamole and chips, and other party fare, as well as Chef Peyton's amazing hand-crafted desserts. Even Mrs. B's elixir of life made an appearance as thirteen fleet members shook off the winter blues. After the noshing, Fleet Captain Dan Reasoner called for a meeting, where he encouraged sailors to ante up their Thistle Fleet and NSC 2013 membership dues, attend the NSC Spring Warm-Up, and contribute to *The Compass* (Dan is

also NSC's Communications Officer). Fleet business included upcoming travel regattas and nationals, and an idea for a new fleet award. Finally, Craig Smith took the floor with Peter Lalli to recount their adventures at 2013 MidWinters West, held in San Diego Jan. 31-Feb. 3.

With food and business out of the way, the evening progressed to games and entertainment. Linda Hutchins stole the MC role this year, donned her captain's cap, and led a rousing spelling bee of nautical terms, complete with alphabet magnets. Thistle sailors are competitive on any level, so they were eventually able to convince themselves to participate, then fight to the death. Soon, fiddles, violins and guitars appeared, and the air was filled with a cacophony of sound. Good thing they had really loaded up on those margaritas! Finally, Craig Prinski arrived, straight from Jamaica and the Montego Bay Pineapple Cup, with rumcake and bottle of the good stuff in hand, and the party went into the wee hours, once again focused on serious sailing concerns (Craig and Peyton's story of away regattas, stumbling into bars and making up drink names aside). Thus, Thistle Fleet #176 considers itself ready to shove off into the 2013 season...



Launch and Haul Out Assistance - by John Martis**Thanks For All The Help!**

For the last couple of years Sharon and I have co-chaired the NSC Launch and Haul Out program. This was truly one of the best gigs in the club and led us to select our P-23 (courtesy of seeing Mike Freund's launch) and gave us a lot of experience on other boats. If you really want to get to know different sailboats – this is a great way to do it. To avoid an 'Oscar Moment' (aka – forgetting to thank someone by name) – I would just say "thank you" to all of the volunteers that came up to help us with this process. We had folks freeze and bleed to get some of our friends, and strangers, into and out of the water; with no appreciation other than lending a hand to another sailor, or the occasional bagel.

It all started for us when a trio of people we didn't know very well (Diane Paxton, Jim Thompson and Bill Pfanstiel) came out on the hottest day of the summer about four

years ago to help us launch our newly acquired, and never sailed, ComPac 19. With their help we got her rigged, launched and in the slip without a miss step. We had a similar experience last year when we made the decision to try racing. Dan, Glenn, Craig and Greg all gave us hints and guidance, along with a little space from time to time, to make it a lot of fun. Is this a great club or what!!

Now Bill is taking over the Club's lead on the Launch and Haul Out. Sharon and I will still be there to support Bill whenever we can, and I know the rest of the usual suspects will be there as well.

Sailing season is almost here! Thanks for all the help – see you on the water!!



Please Welcome our New Members!

Maciej & Malgorzata Siwek	Barneget '68, #101, "Nik&Mania"
Bill & Beverly Turner Clark	
Cameron & Susan Craig	Hereshoff, Catboat
Hans & Sherry Schweikert	Catalina 22, 10197
Joan Niles	
Edward & Frances Warwick	Thistle #2585

I Want to Crew!

Most boats are difficult to efficiently sail solo, and it is good to have someone along to work with while you are enjoying a race or beauty of the lake. Below is a list of people willing to crew, so let's get them out on the water to help you and share the sailing experience. Also, for any people interested in crewing, you can show-up at pretty much any sailing event on the calendar, raise your hand high and likely someone will be looking for crew... so don't be shy!

Bill Hubbard 610-428-0318

wh2036hub@reagan.com

very interested in racing or cruising crewing experience; 210lbs. of hiking power, knows a port tack from a starboard tack, and a sheet from a halyard

Brian Scarborough 484-682-7274

bscarborough@me.com

Racing, Flying Scot or Thistle okay; good, capable Crew and can fly a chute

Maureen Held 570-242-3619

maureenpat@yahoo.com

Interested mostly in cruising, but might consider racing, Trained in ASA Basic and ASA Coastal Cruising

Experience: Beginner to Intermediate (up to now only a few sails per year)

Chet Geyer 484-824-1208 cgeyer72@yahoo.com

Interested racing or cruising crew, some experience in a Flying Scot and Thistle.

James Leonard 215-900-7924


james@yourhomeimprovementspecialist.com

Experienced racing crew

Mark Feffer 215-598-3979

mark@trampsteamer.com

Racing or Cruising, Intermediate sailor in cruising, but novice to racing.



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If you haven't done so yet... Please print this page, fill it out and send with a check to the NSC PO Box



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2013

Contact Information

Name:		Spouse/Partner:	
Street:		Family Members:	
City:		Phone:	
State:	Zip:	Cell Phone:	
Email:			
Your contact information will be included in a Directory for use by Club members. No officer or member of the Club may use this information for any purpose other than legitimate social or Club-related communication. By signing below, you agree to be bound by this policy.			

Membership Level

Active Racing Member	Active Racing Member (full membership level) - Includes all members of a household and entitles the member or family to one vote on club business, <i>The Compass</i> ' newsletter, and to participate in all NSC activities and programs.	<input type="checkbox"/> \$100/year
Active Cruising Member	Active Cruising Member - Includes all members of a household and entitles the member or family to one-half vote on club business, <i>The Compass</i> ' newsletter, and to participate in NSC cruising activities and programs, and all NSC social activities.	<input type="checkbox"/> \$50/year

The membership year is January 1st through December 31st. Dues are payable by March 1st and any member's dues in arrears by March 31 shall have their membership privileges rescinded and all rights, title and interest in and to all the property and assets of NSC shall cease.

NSC Capital Fund

Capital Fund <input type="checkbox"/>	Contributions are applied to the "Capital Fund" of the club and are always welcome. A contribution by non-members of \$15 or more will include a (1) one-year subscription to <i>The Compass</i> ' newsletter.	\$ _____ Contribution Amount
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Make check payable to:
Nockamixon Sail Club

Mail to: **Nockamixon Sail Club**
PO Box 133, Telford, PA 18969

Boat Type	Sail Number	Boat Name	Slip# (if applicable)

If you are a member of other organizations listed, please check:

- ☐ ASA membership
☐ Boat US membership
☐ US Sailing, membership no. _____ Expiration Date: ____/____/20____

DISCLAIMER OF LIABILITY: Sailing and sailing-related events are activities with inherent risk of damage and injury. Participants at Nockamixon Sail Club (NSC) events are participating entirely at their own will and risk. The Event Organizers (organizing authority, race committee, protest committee, host club, volunteers, sponsors or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any participant, including death, sustained in conjunction with or prior to, during, or after the NSC event. By participating in any event at NSC, each participant agrees to release the event organizers from any and all liability associated with such event participation to the fullest extent permitted by law.

WAIVER and INDEMNIFICATION: To the fullest extent permitted by law, I hereby waive any rights I may have to sue the Event Organizers involved with an event at NSC with respect to personal injury or property damage suffered by myself, my crew or my guest(s) as a result of our participation in an event at NSC and hereby release the event organizers from any liability for such injury. Further, I agree to indemnify and hold harmless the NSC and Event Organizers from any and all claims for damages and costs of defending same, including reasonable attorneys fees, arising out of my participation in any NSC event.

INSURANCE: All boats sailing in NSC activities shall be insured with valid, and adequate, third party liability coverage for the type of sailing in which they participate. An Active Racing Member shall carry insurance coverage adequate for racing. An Active Cruising Member shall carry insurance coverage adequate for cruising.

☐ I acknowledge to be insured with valid, and adequate, third party liability coverage for NSC sailing and sailing-related events.

SIGNED: _____ Applicant (Name) described above. Date: ____/____/20____

Check# _____, Date _____, Amt _____



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Any Questions? Contact Dan Reasoner
 215-997-7680
 dcreasoner@comcast.net



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

Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are
available "in stock" and for sale at Club events and/or
contact Dan Reasoner or Glenn Wesley.
Also, see the NSC website for these items.



NSC Burgee
\$20 for 12"x18"
\$30 for 14"x21"



NSC Tote Bag and Water
Bottle \$5.00



NSC Patches—3"W by 2"H,
Add one to your hat, shirt or jacket
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