

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org



NSailClub@AOL.com

Volume 40, Issue 1

March 2014

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

Winter at the Lake



Brian Scarborough
captured these
scenes of the lake
while snowshoeing
in January.



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Don't forget to
renew your NSC
membership by
March 1!



See membership
application page

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Mark your calendar!
March 22—Spring Warm-Up
Details—Page 3



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Flying Scot: Phil Scheetz
FS - Cruise: Mike Noone
Impulse 21: Warren Mangan
O'Day: Brian Scarborough
Precision: Chet Geyer
Portsmouth: Albrecht Schall
Thistle: Dan Reasoner

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Ken Van Camp

Commodore's Corner

Greg Morrison

I think an appropriate topic for this time of year is "planning" and given the current weather I'd also add "dreaming" since I really have to make an effort to picture my snow-bound Flying Scot in her true element right now. In fact, as I write this we just postponed a Fleet Council meeting due to snow. In any case, by the time this issue is published our officers will have spent a lot of time making sure we have a full calendar of cruising, racing, instructional, and social events available for our membership. A lot of effort goes into this and I thank our officers for their hard work.

First up on the agenda is our Spring Warm-Up which allows us to really get our minds turned back to sailing. Just as the club is making plans for the year it is a good time for each of us to do the same. In my experience the earlier I can pencil something on a calendar the more likely it is to happen. So, what are your sailing plans for the year? Our lake may be small but the opportunities are large and every one of them is rendered more enjoyable through increased participation. The Cruising and Racing calendars will be published soon which gives us a lot time to think ahead and hopefully make sure family, friends, and crew are ready to join in the fun. Also, maybe your boat needs a little TLC? Or perhaps the trailer needs a little attention? Don't forget the latter as we often neglect our trailers in favor of our boats. Maybe a few of you even have new boats and will have the pleasure of learning their traits once the season gets underway? No matter what your plans are, now is a great time to think about them and the warmer days ahead.

Is anyone ready for a hot dog on a warm Wednesday evening after a bit of sailing? OK I guess I am dreaming again...



Punxsutawney Phil Postpones the Fleet Council Meeting



Nockamixon Sail Club

2014 Spring Warm-Up Banquet

March 22, 2014

Quakertown Firehouse Banquet Room
1319 Park Avenue

5:00 p.m. (Doors Open/Open Bar)
6:00 p.m. - 7:00 p.m. (Dinner)
7:00 p.m. – 7:30 p.m. (Program)
7:30 p.m. - 8:00 p.m. (Fleet Meetings)
8:00 p.m. – 9:00 p.m. (Silent and Live Auctions)

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 2014 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, BBQ Pork Spare Ribs, Chicken Alfredo w/ Mushrooms, Sausage & Peppers, Yankee Pot Roast, Sauteed Broccoli, Potato Croquettes, Vegetable Fried Rice, Coffee and assorted Desserts). ***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, Greg Morrison, will give a brief introduction of our Fleet Officers and Captains, in addition to an overview of the upcoming 2014 season.

The cost per person for the event is as follows:

2014 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

Cruiser's Corner: Notes from the Rear Commodore of Cruising

Brian Scarborough

I know what you're thinking. Nope, it's not: "New Year, new Rear Commodore," though that's certainly true. (Hi, I'm Brian, new Rear Commodore of Cruising.) Nope, it's probably not: "Yay, another new Compass newsletter," though this is the first Compass of the new year. Maybe you're thinking that you're happy you survived the holidays this year, but that's not what I had in mind.

Oh, no, I'm sure what you're all thinking is: "When will this winter EVER end?!?!?" I sure know I've been thinking that. This has been one of the worst winters I can remember, but in a sneaky, insidious way. Sure, I remember driving home from a Vermont ski weekend through the heart of a Nor'easter, only to come home to 24" of snow. And I remember the Winter of '78-79, when I was a kid making snow tunnels through snowdrifts. But this winter has been incremental. It just keeps being cold. It used to be that it would be cold around here, but warm up above freezing much of the time. Now, it's just cold. And the snow – I remember one or two snowstorms, and they usually melt off in a week or so. But this winter is the gift that keeps on giving - if you like gifts of snow!

But fear not, intrepid sailors, there are some good things about winter. Even with the snow and cold, I've still been out to the lake to check on our boats. Sometimes, I've actually enjoyed myself (see my pictures of snowshoeing at the lake, this issue.) Fleets have been having meetings: The Com-Pac fleet recently elected Bill Pfanstiel as their new Fleet Captain, Thistlers had a work party on the Bonner's boat, and the O'day and Precision gang will have a meet-up soon. As noted by the Thistlers, winter is a great time to work on projects – so far I've rebuilt my settee seat-backs, re-varnished my tiller, and disassembled my rudder headstock in preparation for strengthening it.

But the best part of winter is getting together with the rest of the Fleet Council and making up great activities for the coming club summer. We've got some great things planned this year. Some of it is similar to the past, and some of it is new. Our next event is the Spring Warm-up Banquet, hosted by our VC Christen Rex, and it features a live auction to raise funds for our new Leukemia Cup fundraising regatta. This will be a great event that all sailors can join for good racing, good food after, and supporting research to combat leukemia. We've got a slate of good raftups this season, including the now famous Chili Cookoff. We have the Poker Run scheduled – it's great fun to have goals while sailing, and stopping by five coves in one day fits that bill. Plus poker! This year, we're going to try a few new things. We're going to have a Sunfish picnic over at Tohickon Access (Hobie Beach.) We're going to try a "Borrow a Sailor" program, where you can get a racer to come aboard to sail with you and make suggestions to improve your sailing skills. Or, racers will borrow a cruiser so the racer can enjoy some of the cruising lifestyle. Of course, we have plenty of Sail and Learn classes scheduled.

So, until the Big Thaw starts, think happy thoughts. Here's hoping that stupid groundhog was wrong, and this March warms up enough so that we've got plenty of time to get ready for

LAUNCH DAY!



Flying Scot Fleet Report: Fleet #163 Crew University

Phil Scheetz

Flying Scot Fleet 163 Holding Crew University Seminars

Fleet 163 will be holding educational gatherings in 2014. All are welcome, club members or not. You don't have to own a Scot or be in the Scot Fleet to attend. The goal of Crew U is to hold fun, relatively short, how-to sessions, on topics of the member's choice. Some of these are areas where many sailors would like to know more.

- Increase the skill and comfort level of skippers and crew
- Fleet members would present the sessions, and we will use fleet members boats as examples.

Crew U Traveling with a Scot April 26 (to coincide with Challenge of Lakes)

Led by Mike Mandell

Demonstrate the skills needed to have fun traveling to regattas.

- Trailers and trailering
- Covers and prep
- Mast down/Mast up, how to make it easier and faster.
- Lifting Bridals and Hoists
- Nearby examples/stories

Crew U Flying Scot Rig Tuning May 3

Led by Glenn Wesley

Setting up your boat for speed and ease of handling.

- The fast settings are the easy settings. (Wow, everything balances!)
- Setting the mast rake and tension for your sails and conditions.
- How to set the halyards and outhaul for the conditions.
- Effective use of the Vang and Cunningham

Crew U Spinnaker Clinic May 10

Led by Phil Scheetz

Flying the spinnaker for fun and speed, how to make it easy.

- It's the only colorful sail on your boat!
- Getting the chute up gracefully
- Pole height and angle to the wind, setting the guy
- Trimming the sheet, and trimming it again...
- Getting it down without controversy or tangling

Crew U Boat Swap June 28 at the ULDB

Led by Phil Scheetz

A time to get into other Scots, to see how the setups work. The Scot has Family, Racing and Radical Racing rigs, and many variations on these, and most are even class legal.

- Jib sheets, Spinnaker Sheets, Vangs, Pole lift, Cunningham
- How these are set up on your boat can increase ease of use and crew comfort
- Simple is easier, and it can be faster, maybe...
- Review of Scot safety items. Transom port, flotation, etc.
- Advice on how to do these, and help getting them installed if needed

Contact Phil Scheetz for more details. Dates are still tentative, so watch the NSC Website for updates. Tell your friends.



Thistle Fleet Report: Fleet #176 Winter Activities

Robin Bonner

When he got no other takers, Dan tapped me (lightly) to write about winter goings-on of Thistle Fleet #176, so I asked him what activities there had been. He said: the official Fleet #176 Winter Party (which we had volunteered to have at our house), winter boat work (which included buffing our boat at Paul Prozzillo's place), and Midwinters East (which, you guessed it, we were planning to sail in). So, I, um, really couldn't find a way to get out of this one ...

Winter Get-Together

The members of Fleet #176 willingly dragged themselves out of hibernation on Saturday, January 18th, long enough to party for an evening at the Bonners' house, in Spring Mount. The roast turkey the Bonners provided was accompanied by salads, sweet potatoes, mac and cheese, veggies and dip, cheese and bread, and additional goodies brought by the other partygoers. Desserts of homemade whoopie pies, little cherry cheesecakes, key lime pie, and more, sealed the deal. Best of all, Craig Prinski shared his secret recipe (and ingredients) for Dark and Stormys. Between those and Sangria brought by the Raynocks, margaritas whipped up by the Bonners (naturally), and beer and wine provided by the fleet, everyone definitely had a good time.

It was a family party, actually, so the smarmy group of pirates had to keep things under control. The kids in tow also had a good time—pouring affection on Oliver, the Bonners cat, and playing games on their hand-held computers. It was good to mingle with the Thistle fleet's up and coming crew members. Winner of the prize for best dressed went to Craig Smith, who took the party theme "Christmas in Margaritaville" literally and showed up in Hawaiian shirt and jeans, flip flops, and a Santa hat. It didn't take too many margaritas (or was it Dark and Stormys?) to convince him he had done the right thing.

At the concurrent winter Thistle Fleet #176 meeting, conducted around the Bonner's dining room table, fleet captain Dan Reasoner said he'd be happy to take the helm again in 2014 unless someone else wanted to step up. No one else did, so that was that. Tim Thiessen, fleet treasurer, also agreed to stay on for the coming year. Fleet members spent the rest of the evening swapping sailing tales and planning the 2014 season. Several sailors were planning to head to St. Petersburg, Florida, for the Thistle Midwinters East Regatta, so that was a popular topic of conversation.



Thistle Midwinter Regattas

This year, no one from Fleet #176 sailed in the Thistle Midwinter West Regatta, hosted by the Mission Bay Yacht Club (Jan 29-Feb 2). As for Midwinters East (March 2-8), several sailors from the NSC home fleet are planning to attend: Gary and Robin Bonner, with Craig Smith crewing, and Jim Trinisewski, crew unknown. This will be the Bonners' first midwinters regatta, and they are VERY excited about it. Robin has always wanted to escape to someplace warm. If not to St. Somewhere, then the Tampa Bay area will do, as prevailing temps down there have been in the low 70s. In February. Yes, really.

(Continued on page 7)

Thistle Fleet Report

(continued)

(Continued from page 6)

Bonner's Winter Party #2

With their first midwinter regatta just around the corner, the Bonners decided to make a last-ditch effort to make their (as yet unnamed) Thistle "somewhat presentable." At a regatta on Lake Hopatcong last fall, the boat's original owners, John and Cindy Deermont, had related to Gary and Robin fond stories of how they chose a deep red hue for their new boat (to emulate the color of their favorite wine, merlot). This conversation spurred the Bonners on to honor their new (old) boat by at least buffing up its original color before the new season began. Midwinters, however, did step up the timing for them a bit. A foot and a half of snow on the ground and leafless, ice-covered trees glistening in the sun, however, do not cause one to think about sailing anytime soon. Even remotely. Nevertheless, the Bonners were scheduled to leave for St. Pete on Feb. 28th, which was coming up fast, so they reached out to Thistle Fleet #176 and organized a boat-buffing party.

On Sunday, February 9th, Gary and Robin, plus fleet members Dan Reasoner, Craig Prinski, James Leonard, and Brian Snader, met up at Paul Prozzillo's place of business, in Pipersville, which offers a good-sized garage. Club Rear Commodore of Cruising Brian Scarborough also lent a hand. New fleet member Susan Martin stopped by later in the day to lend some moral support. The crew worked hard, hoisting, turning, compounding and buffing the Bonners' boat until it shone like new. The transformation was amazing.

The Bonners, in turn, brought hoagies, brownies, beer, and margaritas to nourish the work team. Much was accomplished, and everyone had fun. As the Bonners pulled away from Paul's place with their nearly new Thistle in tow, a light snow began to fall. Forty-five minutes later, they backed the boat trailer into their snow-dusted driveway—mission accomplished. The Bonners would like to publicly thank Dan, Craig, James, Susan, both Brians, and especially Paul (who came up with every tool and chemical imaginable) for all their help!

Looking Forward

Thistle Fleet #176 looks forward to a sun-, wind-, and fun-filled 2014!





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."
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| 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 up to seven (7) race days which will include all Invitational Regattas. |
| NSC Frostbite Series | 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 Frostbite Series | Series score will be the total of up to six (6) race days, 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 Series | 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**



NOCKAMIXON SAIL CLUB

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

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 fewer 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**

5 Knots Without Sail or Motor

Brad KurlanCheek

Hello all, I heard the call from the writing department of that notorious sailing publication called The Compass - "Send articles.. Anything! We're Desperate..." and so I figured this was my big chance to finally break into print. Anyway, to occupy myself this winter, I decided to try building one of those little wooden boats from Chesapeake Light Craft. John Harris is the owner/CEO and he'd written an article in Wooden Boats 2013 "Small Boats" issue about the Wye River, which'd caught my attention. So charmed by his description of the area was I that I and my homebuilt wooden cabin cruiser "Snoop" cruised there last summer for 3 days. Snoop's a 14 foot sailboat replete with cabin (liberal use of word). Really, we experienced a most adventurous (mildly) and delightful 3 day cruise.

Upon returning to dry land, I decided to try building one of Mr. Harris's boats. I trusted his choice of cruising grounds, and so I figured I could trust his ability to produce a fine boat kit. I chose the 18 foot "Expedition Wherry" - a decked canoe, designed to be rowed with outrigger oars on a sliding seat facing the bow. With its long length, light weight (100 lbs), and outrigger oaring, speed (4-5 knots) is the desired and expected outcome. Hope so! And, with enclosed storage areas fore and aft, visions of Adirondack lake cruising and shore camping dance in my mind (as I mix up a fresh batch of epoxy goop). I've taken to calling mine "Loon", the name both representative of that most excellent airborne water diver of fresh water lakes, and its owner, some say.

In any event, perhaps you'll see Loon and the "other" Loon sometime this summer gliding down the long stretch of Lake Nockamixon. But keep a good lookout, 'cause one of the Loons will be facing the other way.



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NauTECHnical—ActiveCaptain and eBoatCards

Ken Van Camp

Technology. We sailors love it and hate it, and love to hate it. I'd like to make this a recurring column in The Compass, and invite other members to contribute. What cool app do you use on your smart phone that makes your boating life better? What electronic devices for your boat can you not live without? Consider writing an article for a future issue of The Compass, and share your experiences with the rest of the club.

In this issue I'll talk about ActiveCaptain, an online cruising guidebook, and eBoatCards, the "Facebook of boating." They are both made by the same group, but serve different purposes.


ActiveCaptain

ActiveCaptain has been around for several years. As a website (www.activecaptain.com) it provides a wealth of cruising information about hazards, anchorages, marinas, ramps, and much more. It follows the "crowdsourced" model of shared reviews entered by fellow ActiveCaptain members, and their database of markers and reviews has been made available in a large number of commercial and free products that you can run on your computer, smart phone or GPS.

Does crowdsourcing work? Take a look at Wikipedia for an example of how well it can work. While there are those that say Wikipedia is not an official source and contains inaccuracies, its information is generally a lot more reliable than just typing a question into Google and reading the top search results. But it's true: This is not a definitive source. Take what you read with a grain of salt; and pepper it with some healthy skepticism. But here's an interesting fact: In January NOAA started licensing ActiveCaptain data to help it fix their channel location information (the "magenta line") on their intracoastal waterway charts.


I used ActiveCaptain last year when planning my first solo cruise on the Chesapeake Bay. Prior to this, I had taken a couple of Chesapeake flotilla trips with fellow NSC cruisers when we chartered boats and sailed together on a pre-planned agenda, but this trip was different. I was going to be trailer-ing my own boat, and starting and stopping in new ports I had never visited before. Planning it required knowledge of boat ramps, marinas, shoals, and anchorages, among other things.

I had some general information about where I wanted to start (Cambridge, MD on the Choptank River), thanks to some recommendations from Phil Ehlinger. But I needed to pick a boat ramp, and find suitable anchorages for two nights. Anchorages were especially well marked and documented in ActiveCaptain, and the reviews led me to



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NauTECHnical

(continued)

(Continued from page 11)

choose a quiet and scenic one on La Trappe Creek. Warnings about shoals also provided up-to-date information that went beyond what normal charts and paper guidebooks could provide.

ActiveCaptain markers and reviews are available now in the newer Garmin chartplotters, as well as a variety of smart phone apps, so you can take it with you on the go. The ActiveCaptain Companion is a relatively new app that runs on both Android and iPhone. Here is a sampling of other apps that provide ActiveCaptain data:

Android: Nuticharts is the app I have been using for the past few years. Unfortunately it is no longer being supported (but it still works). Plan2Nav (by C-MAP/Jeppesen) is a newer entry that I've been trying out. Alas, charts are not free.

iPhone/iOS: BlueChart Mobile (Garmin); Charts & Tides (Navimatics)

There are also a number of Windows and Macintosh applications. For a complete list of apps and products that support ActiveCaptain data, see <https://activecaptain.com/navProducts.php>

Crowdsourcing works. Use ActiveCaptain, edit the markers, review marinas and anchorages. Contribute and help make the information better.

eBoatCards

eBoatCards is a new app and website from the makers of ActiveCaptain. Cruisers have swapped paper "boat cards" for many years to keep in touch with boaters they meet on their travels. Now they can do it electronically, and it makes it easy to find fellow boaters, communicate, and share information. As a website (www.eboatcards.com), eBoatCards is immediately useful. As a smartphone app, it's still pretty spartan with minimal features (many improvements are planned this year), but it may be a great way to find your fellow NSC'ers out on the lake this summer, and arrange impromptu get-togethers. We don't yet have an NSC group on eBoatCards, but if a number of our members find it useful, we can start one. Let me know if you're interested.

Also available from the makers of ActiveCaptain: **DragQueen:** A smartphone app that sounds a warning if your anchor drags overnight; and **CaptainRated:** A website (www.captainrated.com) for sharing product and service reviews.

Hope to see you on the lake this summer, and maybe exchange our eBoatCards. Search for my boat name, "Bright Eyes" on the eBoatCards website, to connect with me right away. And please consider sharing your technology experiences with your fellow boaters, by writing an article for this column.



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NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2014

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, 'The Compass' 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, 'The Compass' 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. Any member's dues in arrears by March 31 shall necessitate that his/her membership privileges be 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 'The Compass' 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____



Nockamixon Sail Club



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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

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\$30 for 14"x21"



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



Reminder: 2014 Membership Renewals are due by March 1!

Please Welcome Our New Members

Rick & Sharon Clairmont	Cruising	Rhodes 22, R/22, "Windward Rose"
John & Marianne Eckert	Cruising	Catalina-Capri 22T, #736, "Heeling Therapy"
Colin & Mary Hannings	Cruising	no boat listed
John Ivankovits & Amy O'Brien	Cruising	Catalina Capri 22, #930, "Liberty"
Matt & Melissa Neibauer	Cruising	ComPac 19, #133
Brian & Laurene Roth	Racing	Flying Scot #5468
Tom & Barbara Stone	Cruising	Flying Scot #4982, "Challenger 2"
John Whelden & Arlene Rabin	Cruising	Mutineer 15

- Robin Bonner, Membership Secretary