

# THE COMPASS

*The Voice of Sailing on Lake Nockamixon*



[www.nockamixonsailclub.org](http://www.nockamixonsailclub.org)

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Volume 41, Issue 2

April 2015

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

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Craig Smith and crew battle to windward at Thistle Midwinters East in St. Petersburg FL.



*Spring is a great time to renew your membership!(page 15)*



Flying Scot Fleet 163 "Winning " the NSC Spring Warm Up

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**Fleet Captains**

Catalina 22: Laurine Valenti

Com Pac: Bill Pfanstiel

Flying Scot: Phil Scheetz

Impulse 21: Warren Mangan

O'Day: Doug Swart

Precision: Steve Hayick

Portsmouth: Craig Tourtellot

Thistle: Paul Prozillo

**Park Liaison**

Warren Mangan

**Web Master**

Glenn Wesley

**Compass Editor**

Ken Van Camp

**Commodore's Corner**

Greg Morrison

As I was contemplating a subject for my contribution to this issue, I hit upon the concept of diversity as it applies to our sport of sailing. In this case, I mean diversity in terms of the many and various ways in which people pursue the sport. There are people who are lucky to grab a couple of hours here and there for daysails, coastal cruisers, bareboat charterers, and full-time liveaboards. On the racing front, there is a wide spectrum from casual club racing to grand-prix racing to extended ocean racing, not to mention crew sizes from singlehand to fully crewed. The boats themselves range from the simple two-line Sunfish to the oceangoing world cruiser with more systems than I could possibly keep in working order.

No matter how we sail or what type of equipment we use, the beautiful part is that we are all sailors at heart and part of a shared community. If you have set one sail even one time on a sunny day at Lake Nockamixon, you still have something in common with the singlehander fighting his way around a blustery and cold Cape Horn. Even looking at our small club, the same diversity can be seen, given the practical limits of our lake of course (no need for ocean racers or world cruisers here!). We have all types of sailors enjoying the sport in all types of vessels, and it is a great pleasure for me as commodore to observe this wide range of experiences.

This was particularly evident during our recent spring Warm-Up where I had discussions about racing on the lake, national regattas, cruising events, and bareboat charters in faraway places. I can't think of another hobby or sport that can be pursued in so many different ways and in some measure I think it is one of the many attractions of sailing.



Cruisers racing at last year's Leukemia Cup—photo courtesy Wilson Black



## Welcome, New and Renewing Members!

*On Your Mark, Get Set . . .*

Robin Bonner, Membership Secretary

The Club extends a warm welcome to new members and to renewing members! All are listed below . . .

The 2015 sailing season is upon us! How can you make the most of your NSC membership?

- Visit the NSC website \*now\* to check out the calendar of club activities and upcoming events (<http://nockamixonsailclub.org/date-browser/2015-04>).
- Contact Brian Scarborough ([bscarborough@me.com](mailto:bscarborough@me.com)) about cruising events or to arrange for launch assistance.
- Contact Gary Bonner ([grbonner@gmail.com](mailto:grbonner@gmail.com)) about racing or crewing. (The first "frostbite" race is April 11th!)
- Check out "How We Communicate" within the Nockamixon Sail Club (<http://nockamixonsailclub.org/content/how-we-communicate-update>). You'll find a lot of great tips on getting involved.
- If you're a member, download the Club Membership Directory (updated throughout the season) and find your "tribe."
- Contact me ([rcbonner14@gmail.com](mailto:rcbonner14@gmail.com)) with any membership questions.

If you haven't renewed your membership for 2015, it's not too late! Use the membership application in the back of this issue of The Compass or download it from our website ([http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application\\_021115.pdf](http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application_021115.pdf)) and mail it to the PO box listed, ASAP. Don't lose your member privileges (free ULDB picnic, use of club Sunfish, access to members-only area of NSC website, including Membership Directory). Don't miss a moment of 2015 season sailing fun!

Get in touch, sail, socialize, enjoy the lake. See you on the water soon!

### New Members:

Wilson & Sara Jane Black  
Bart & Robin Braun  
Tom & Helen Burnley  
John & Barbara Davis  
Guy & Jeannette Edwards

Willy Ephraim & Nina Zebooker  
Mark & Erika Filbert  
Evan & Amoi Goldman  
Gard Holby  
Mike Kane

Ken & Natalie Lentz  
Bernard Lewin & Mila Mendel  
Philip Rushton  
Rick Snyder & Erin Sebring  
Dwight & Linda Sweezy

### Renewing Members:

Harry Apsel  
Steve Averbuch & Rachel Rivest  
David & Linda Bailis  
George & Linda Balas  
Richard & Betsy Baucom  
Brent & Barb Benson  
Bob & Winnie Blalock  
Randy & Debbie Blough  
Gary & Robin Bonner  
Harris & Patricia Brody  
Michael Brown  
Tom Callis & Tamara Smith  
Stephen K. Carr  
John & Darlene Cehlar  
Bill & BT Clark  
Matt Cohen  
Fred & Jan Cole  
Marsha Cooper  
Ray & Nancy Cope

David Cotter  
John & Marianne Eckert  
Stan Edelstein & Gail Grayoff  
Ralph & Patricia Erickson  
Len & Helen Evelev  
Mark & Erika Feffer  
Brad & Meghan Fitzpatrick  
David Francis  
Chet & Gretchen Geyer  
Fred Goldberg  
Bob Gordon  
Ralph & Norma Hall  
Joseph & Pamela Hartman  
Steve & Holly Hayick  
Warren & Ginnie Ibaugh  
Mike Kane  
Todd & Cathy Kilpatrick  
Ernie & Helen Korchak  
John & Sharyl Kozloff

James Levens & A.J. Tellander  
Chris & Sue Loomis  
Doug & Karen Maloney  
Mike & Stephanie Mandell  
Warren Mangan & Denise Dongworth  
Bob & Shelley Meltzer  
Hugh McLaughlin & Stephanie Weiss  
Bob & Shelly Meltzer  
Greg & Judy Morrison  
George & Judy Mott  
Alan & Loretta Moyer  
Brian & Maureen Murphy  
Tom Napier  
Mike & Brenda Noone  
Diane Paxton  
Bill & Marjorie Pfanstiel  
Steve & Pam Polak  
Paul & Jennifer Prozzillo

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## Cruiser's Corner

Brian Scarborough, Rear Commodore of Cruising

Hello, Nockamixon Sailing Club cruisers. I have to tell you, that as of this writing at the end of March, Spring 2015 is not looking good. We are gearing up. We are looking ahead to a great season with the club. We've gone through the motions of our Spring Warm-Up Banquet. Finally, we are looking for Spring to, well... spring.

The fact is, we are still mired in the half-hearted attempt of Spring just kinda

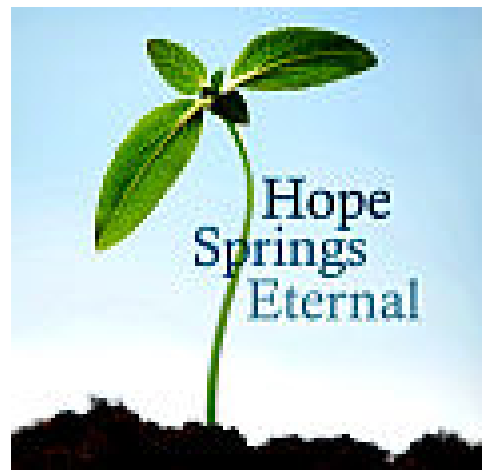
slouching against the wall, while cruel Old Man Winter clings on. The start of marina season is tomorrow, but the lake is still completely frozen across. I'm not kidding, the gangplanks from the launch

ramps to the floating launch piers have not yet been put in place, because the ramps are still frozen in. Your slips? Yeah, you can still walk BETWEEN docks. One member told me that in over 15 years of keeping his boat at the lake, he's never seen ice this late into Spring. Our quartermaster normally launches the club chase boat at lunchtime on the first day of the season, and he now says it won't be until the second day. I think that's extremely optimistic.

Still, we do have a good season planned. There will be racing. There will be cruising events. There will be more Sunfish. But for right now, we have to play things by ear. The marina management told me today that when the ice starts melting, it will go quickly. Still, I doubt that the first launch weekend of April 4 will provide enough soft water. The park may have to give us an extra week to launch boats from winter storage.

Also, we are going to have a less structured launch schedule in general. Our favorite launch captain, Bill Pfanstiel has stepped down this year. He's got an awesome new-to-him boat to set up on the Chesapeake, but he assures me he's not gone for good, and he will keep his Com-Pac 23 "Sunpuddles" at the lake. So, if anyone would like to help out and marshal troops to rig, launch, and retrieve boats this year, please let me know. Also, we have about 100 club members (more have renewed by now, I'm sure) and plenty of folks who can help you launch or retrieve your boat. So, if you need help, please post your requests at both the Nockamixon Club website "Club Events" forum, here: <http://nockamixonsailclub.org/forum/31> and at the NSCPA Yahoo Group, here: <https://groups.yahoo.com/neo/groups/NSCPA/conversations/messages> We do have rough plans for club members to be at the lake on Saturday, April 4 and again on Saturday, April 11, but Old Man Winter is making planning difficult.

I'm looking forward to seeing you on the water this year, and I'm hoping the water softens very soon.



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## Rear Commodore of Racing Report

Gary Bonner

It's almost here! The 2015 sailing season on Lake Nockamixon begins April 11th with the first day of frostbite racing. In years past, the term "frostbite" was often a misnomer, as many of the days had beautiful, warm spring weather. This year, the ice has been lingering on the lake, so the water, if not hard, will likely be pretty cold. Take care to keep only the bottom of the boat in contact with it.

Some details of the race schedule are still being worked out, but the club-wide racing events are set:

### Frostbite Series

April 11

April 18

April 25

October 10

October 17

### Invitational Regattas

May 2

May 17 (Victor Jaczun Regatta)

June 20

July 12

August 15

September 12

October 3

### ULDB/Club Picnic

June 27

When the remainder of the schedule is finalized, the website calendar will be updated: <http://nockamixonsailclub.org/date-browser>

Randy Blough has again done a fine job of coordinating the Race Committee schedule. The schedule is posted on the website at <http://www.nockamixonsailclub.org/upcoming-rc>. If for some reason you are unable to make it on your assigned days, please find a substitute and let Randy and me know.

Lastly, this year's Notice of Race and Sailing Instructions are included in this issue and are also posted on the website at <http://nockamixonsailclub.org/sites/default/files/NOR-SI%20rev2014.pdf>.

Hope to see you all on the water soon!



## Flying Scot Fleet 163

Phil Scheetz



Winter is nearly done, and although our beloved lake still is mainly covered by ice, never fear, the season will soon be here!

The Fleet 163 Winter Gathering was held on Feb 21st 2015 at 5 PM at Rich and Betsy Baucom's Home. It was a wonderfully wintry night and the hardiest of the Flying Scot skippers and crew were on hand. Great food and drink, and some great conversation was had by all.



Flying Scot Fleet 163 also had a strong turnout at the Spring Warm Up. We elected our new slate of officers and had a great meal. The slate is largely continuing, with me as Fleet Captain, Mike Noone as Secretary, Len Evelev as Treasurer, Randy and Debbie Blough as Measurer, Dorothy Wesley as Scorekeeper and Betsy Baucom as our Social Director.

Keep an eye open for emails on the new calendar, which is largely final, and from Betsy on how we can coordinate on the social side of the fleet!

2015 is a great year to be a Scot sailor, and luckily we live in a region where there is no shortage of great events if you want to travel with your Scot. Keep an eye out for the Monmouth Full Moon Regatta, Sandy Douglas Regatta, MAYRA Champs, Avalon Cup, and many more, in our district, or nearby. Need crew, or help with the mast, let me know and we can figure out how to get you traveling. As a primer, we are finalizing the dates for a two-event Challenge of the Lakes, with Fleet 184 at Spruce Run.

The Greater NY District is at Candlewood Lake, in CT this year, so all of us lake sailing experts should trek on up to Candlewood to support our district.

We will also be presenting two Crew U events on the most popular topics, which were rig tuning and spinnaker technique. Let us know if you have other topics you would like to hear more about.

As always, if you need crew, or want to crew for others, there are always lots of options for sailing with others.

Check out the all the Flying Scot events, near and far, at [www.FSSA.com](http://www.FSSA.com).

See you on the water!



## Thistle Fleet #176 Report—2015 Thistle Midwinters East Regatta

Dan Reasoner



In December, Craig Smith called to tell me about a great 7-day deal he just got at The Pier Hotel in St. Pete, FL. I was already considering the trip to Midwinters, so I got on the phone right away, and I confirmed the same deal, which includes breakfast! Thus, cementing my commitment to attend the Thistle Class's premier off season event. My son Luke was eager to go along as crew, and we made a connection with Colleen Brew, out of Jacksonville, FL, to be the forward crew.

The drive south was the typical overnight trek leaving Friday, Feb. 28th early afternoon and arriving at St. Pete Sailing center early Saturday morning. By the way, we averaged 16mpg towing the boat behind a Honda Pilot. Indeed when we arrived a little tired physically, but a lot of mental energy was flowing. Luke and I cleaned and rigged the boat, and we were getting ready to head-out on the water for practice sailing, when it started to rain, and rain, and rain. Thus, no sailing on Saturday and we got squared away in the hotel.



There was a regatta practice race scheduled for Sunday, yet the winds were light and not a lot of boats ventured out on to Tampa Bay. We did sail out, and stayed out a long time reacquainting ourselves to sailing, the boat and each other. We used the green bell buoys as markers, and practiced a lot of light air tacks, rounds, jibes, spinnaker sets and takedowns. We especially developed fast techniques on how to get to and then away from the buoys quickly, since the buoys smelled really bad, likely from all the seagull droppings. In the end, we really had a pleasant afternoon sailing. See the practice video: [https://www.youtube.com/watch?v=dxQthof5V4E&feature=em-upload\\_owner](https://www.youtube.com/watch?v=dxQthof5V4E&feature=em-upload_owner)


On the water, there were many sightings of dolphins coming-up for air. In addition for the first time for me, we spotted a number of small stingrays gliding through the open water.

On shore, Craig's boat and mine were parked next to each other with a blue pop-up tent. This acted as a magnet for us and others to gather and share the day's events.

Most evenings there are regatta group get-togethers, socializing and dinners either at the St. Pete Yacht Club or local establishments. There are many dining options in St. Pete, FL.


On Monday, we never made it out on the water due to light winds. Regardless, one fantastic feature of the Thistle Midwinters East Regatta is

(Continued on page 8)



### Liberty Sail & Canvas Loft

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## Thistle Fleet #176 Report

(cont'd)

*(Continued from page 7)*

the Coach Thistle Class Association (TCA) Training Sessions. The best skippers are matched-up with participants to help the participant get up to speed, by reviewing their boat rigging and set-up, as well as group classroom sessions and on the water instructions. As a result, even when there is “down time” in the racing, there is still a lot of activity at the Sailing Center.

On Tuesday the winds improved for sailing, and we were able to sail two light air races with the wind out of the NNE. Craig Smith (boat #740), with his crew Jared Ridder and Molly Dexter had a very successful two races with an 8th and a 3rd. On the other hand, we (boat #4000) did not perform so well with a 32nd and 34th out of the registered 44 boats. Yet we brushed-off our day's (un)achievements, and in the evening still made it to the 4th Street Fish House for all you can eat Alaskan King Crabs.

On Wednesday it took a while, even so a brisk thermal breeze eventually came in from the south at 10-15. This steady wind allowed us to conduct three races. With the wind flipping from light air out of the north to heavy air out of the south, so did Craig's and my performance flip. We had a 7th, 4th and 15th, while Craig had a 34th, 11th and 34th.

Thursday's sailing conditions were almost a repeat of the previous day's, with just a little more wind power. Thus, another three races were sailed. Again we had a respectable day with a 16th, 1st and 12th. Yes, a “bullet” at a major Thistle regatta! We rounded the weather mark first and held-off all the hot shots for the duration of the race. This is something special, as Craig also knows since he had a first at the Midwinters a few years ago.

Craig recorded a brief video of all the race winners. Click this link for the video.

<https://www.youtube.com/watch?v=wJipgYb0Nv0>

The wind went slack on Friday. Trying to get a race in, we were towed-out to the race course. Yet, the expected steady breeze didn't develop, so we called it a week.

Follow this link for the complete regatta results: [http://www.spyc.org/default.aspx?p=.NET\\_ArticleView&tview=0&plugid=1063990&ssid=308875&qfilter=RSC17538&itemID=314566](http://www.spyc.org/default.aspx?p=.NET_ArticleView&tview=0&plugid=1063990&ssid=308875&qfilter=RSC17538&itemID=314566)

More Regatta Pictures here: <https://plus.google.com/photos/116238991065677560463/albums/6123944102793457985>

This year the racing fleet was able to carry radios to hear announcements from the Race Committee. I believe this worked quite well for us, and there was only one On the Course Side “OCS” (over early at the start of the race) scored.

Although I have not been able to do so, every year I hope to make it to this regatta. As a result, I'm already thinking about attending next year's Thistle Midwinters East Regatta.







## 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."
- |                               |   |
|-------------------------------|---|
| <b>Saturday Schedule</b>      | 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. |
| <b>Sunday Schedule</b>        | 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. |
| <b>NSC Championship "Cup"</b> | The series will be up to seven (7) race days which will include all Invitational Regattas.  |
| <b>NSC Frostbite Series</b>   | 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).
- |                               |  |
|-------------------------------|--|
| <b>Invitational Regattas</b>  | Regatta scores will be the total of up to 3 races with no exclusions. This alters RRS A2.  |
| <b>NSC Frostbite Series</b>   | Series score will be the total of up to six (6) race days, with no exclusions. This alters RRS A2.   |
| <b>NSC Championship "Cup"</b> | 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.
- |                               |   |
|-------------------------------|---|
| <b>NSC Championship "Cup"</b> | A trophy will be awarded to the series winner.            |
| <b>NSC Frostbite Series</b>   | 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 2014





## 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**



## Winter's Observation

Russell Schuss

I went down to the Marina see how Simpatico was doing. The gate was closed to the Marina; so I had to park in lot 13 and walked over. It seems that sledding is a great sport at the hill where the Frisbee trap is. With great care I descended to slope into the Marina. Everything was good with the boat so my interest turned to the lake (lake supposes water, so what does one call the frozen body?) I was intrigued about walking on that body so I crept carefully to the edge and promptly fell up to my hip in snow at the body's edge. I retreated and went to the area where a gate was and used it as a support while testing the ice.

I finally was on the ice and walking closely and carefully around the gate and out onto the docks. There was some motion out on the frozen body and I waked farther out to determine what it was. There was an ice fisherman with his dog out there enjoying the six degree weather. I could think of better things to do; but I was there also. This will be the first time I will take a picture from the other side of the docks while not being in my boat. I stamped my boot hard on the ice to get a sense of how thick the ice was. Well, it felt and sounded like concrete.

So here I am standing on the body looking at the end of the dock. By

this time my feet are frozen and I can't muster thoughts of sailing. This is the winter that never seems to end. The temperature is going to be -5 degrees this night; so there's going to be a fire

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at home to-night to warm these bones. I have a good read-The Quest for the Northwest Passage- Across the top of the World.



## “On the Lake” with (Sir) Francis Drake

Christina Schall

Ok! Back I am, Franz the Beagle, with “part III” of my family’s “summer 2014 sailing trip”. Oh golly, the retelling of this trip takes almost longer than the trip itself, so let’s get going, speed-write through the second half of the trip, and bring this saga to an end:

After 2 beautiful, sunny days the Schalls (Albrecht, Christina, Ferdi and Maxi) left Block Island towards Montauk, NY. What had promised to become another “relaxed sailing day” with mild winds and lots of sun, pretty soon turned into an upwind battle with strong gusts and a light drizzle. The Schall crew was not at all unhappy when they arrived in the “Montauk Marine Basin”. Once again the cleanliness of the marina was a pleasant surprise and was only topped by the friendliness of the owner and the other people in the marina. I (Franz) got quite jealous when I learned that my family made friends with a dog on the pier. I guess that’s why I got in trouble in my dog camp. They even decided to separate me from the other dogs for one day.

Even more infuriating to me (as a “fellow animal”) and surprising to the Hui-Buh-Crew was the “Shark Competition” being held in Montauk that very weekend. This was a completely new concept to my guys “from the Austrian Alps”, where they still fish, because they want to eat it. While the 3 Schall men watched the (gruesome) scenario- probably for the first and last time in their life-, MRS. Schall refused to even go there: so many and so many way too small sharks killed “just for fun”? \$50,000 prize money? Des-pi-ca-ble!

Anyway, before Mrs. Schall gets even more outspoken and political let’s have them leave Montauk and sail to Mystic, CT., known for “Mystic Pizza” which - by the way- they did not eat, “The Mystic Seaport Museum” which they did not visit (this time) AND “The Mystic Blues Festival” which they heard all night long- if they wanted or not- and which made for a very memorable stay in the “Mystic Shipyard”. Mystic was bittersweet for the crew, beautiful on one hand, sad on the other, because from now on they were basically on their way back and “home to Newport”. The weather next morning could not have been more mystic - nomen est omen – and one of Maxi’s wishes came true: “I would love to sail one time when it is really foggy”. Well, cross that one off your list, Max! The fog was so dense, that –even in these early morning hours when basically nobody was out on the water except maybe for some (grrrr-shark-grrrrr) fishers, Albrecht was not sure if it was safe enough to leave the harbor.

Well, Schalls finally had to leave Mystic, because they needed to make it back to Point Judith, R.I. that day, but it was indeed a scary ride – or had they just watched the “Titanic Movie” too often? Everybody on board was relieved when after about 3 hours the sun had won the battle and the fog disappeared and made room for another beautiful day on the water. And this is –finally–



(Continued on page 13)

## Welcome, New and Renewing Members!

(cont'd)

### Renewing Members (cont'd):

*(Continued from page 3)*

Bob & Wanda Rauch	Thomas & Martha Shaffer	Laurine Valenti
Joe & Patti Raynock	Judith Smet-Weiss & Nadine Smet-Weiss	Mariellen Van Anglen
Dan & Marlene Reasoner	Craig & Becky Smith	Ken & Mary Ellen Van Camp
Warren & Carol Rosen	Tom Smith & Kris Daly	Robert & Catherine Van Orden
Brian & Laurene Roth	Brian & Julie Snader	James Wambold & Linda Brown
Brian Scarborough	Bill & Dolores Sproule	George & Sharon Warden
Albrecht & Christine Schall	Doug & Gretchen Swart	Gil & Carole Weiss
Phil & Jill Scheetz	Tim & Deb Theisen	Glenn & Dorothy Wesley
Russell Schuss	Gary & Jane Thundercliffe	John Whelden & Arlene Rabin
Hans & Sherry Schweikert	Craig & Gail Tourtellott	Rob & Lois Wilkinson
	Bill & Jane Townsend	Jeff & Cheri Wishing
	Jim & Elisabeth Trinisewski	Chuck & Jean Wood

## “On the Lake” with (Sir) Francis Drake

(cont'd)

*(Continued from page 12)*

THE END!

( I don't need to tell you anything about Point Judith or Newport anymore, because this is where the trip/my story started - remember? - and I am not going to repeat myself). Let's rather think ahead into 2015 and let's be optimistic that the weather gods will finally show some mercy and grant us warm, windy SPRING weather - at least on Saturday and Sundays – so that we can all be and meet on the lake again –or should we ask the Easter Bunny for help-wonders with his “Lick, lick, doggie kiss and Ahooooooooow!” yours sincerely,

“FRANZ”, the Beagle



Helloooooh? Somebody there?



*Nockamixon Sail Club*



Logo

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Any Questions? Contact Dan Reasoner

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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.**



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## NOCKAMIXON SAIL CLUB

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

# MEMBERSHIP APPLICATION

## 2015

### Contact Information

☐ New Member ☐ Renewal

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 1<sup>st</sup>. 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
--	---	---------------------------------

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 to 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\_\_\_\_

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Scenes from last year's Memorial Day Flotilla on the lake.

This year's sail-ebration is just around the corner!