

THE The Voice of Sailing on Lake Nockamixon COMPASS



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NSailClub@AOL.com

The Newsletter of
The Nockamixon Sail Club
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George Balas: A Sailor For All Seasons

Robin Bonner

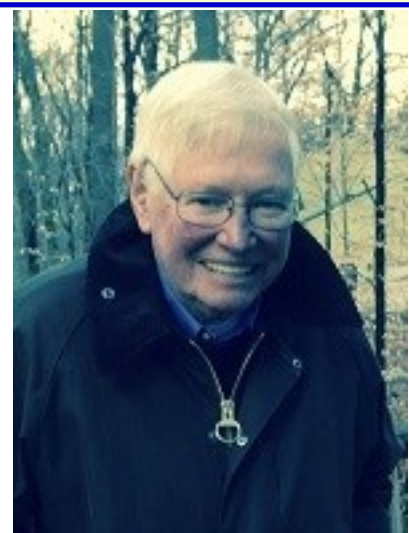
Commodore's Corner	2
Impulse 21 Fleet	5
Time to Renew	6
Flying Scot Fleet	7
Rear Commodore of Cruising	8
Thistle Fleet	9
Thistle Fleet	10
Rear Commodore of Racing	11
Mariner Fleet	12
Almost That Time	14
Winter Thoughts	16
Thanks for Memories	17
Member Application	18

When I first met George Balas—before I really got to know him—it was via one of his myriad emails designed to drum up interest in NSC's Wednesday Night Racing. People are busy during the workaday week; club members just weren't coming out for a midweek sail. But, George had other plans. Come hell or high water, if it were up to him by golly, on Wednesday nights, we'd all be out on the lake (and then ashore for a BBQ afterward). If you could search for his multicolor, mixed-font messages, (think pirate ransom notes), you'd turn up his tell-tale phrasing: "OH BABY . . . It's a Magical Night at Lake Nockamixon,

"Dawgs Till Dawn or . . . until the old people get tired" "the problem with sailboat people," "helter-smelter," "the high priestess of guava," "Evelev's Reading Terminal Pickles." Add to that: "awards for the best versions of 'There Once was a Lady from Nantucket' and the most egregious breach of the RRS on Wed. Night" and "there will be a typical Lake Nockamixon Wednesday night wind: It blows . . . and sometimes it's even windy."

Who was this guy, anyway? His colorful words and off-the-wall style lured me in, and I was hooked. I thought to myself, "What could be more important than getting out on the lake sailing on the "watershed" evening of the week?

And, I wasn't the only one. George was a character, and he was insidious. He'd be chairing boat launches and haul-outs, holding court at Fleet Council meetings and picnics, and organizing social events, whether they'd be lakeside soirees or bad-weather gatherings at the Country Place, for his own fleet or whomever. He'd flash a mischievous grin and entice many a sailor not only to come out midweek, but also to just get more involved in the club. His stories of Navy days, escapades with his college frat or



Spring Warm-Up March 17th

Russ Schuss will share his experiences sailing the Chesapeake last year. Come hear his stories of launching, docking and dining, sailing and anchoring while aboard his O'Day 22 sailboat with his wife.

See full-page flyer p.4

(Continued on page 4)

NSC Officers**Commodore**

Brian Scarborough
bscarborough@me.com

Vice Commodore

Marsha Cooper /
 Laurine Valenti
mlcoop@verizon.net
keepsmilin49@yahoo.com

Rear Commodore of Racing

Gary Bonner
grbonner@gmail.com

Rear Commodore of Cruising

Colin Hannings
colinmhannings@gmail.com

Quartermaster

Craig Tourtellott
hilltopsailor@verizon.net

Treasurer

Tom Smith
smithtjr@gmail.com

Communications Officer

Bruce Idleman
bdi2@lehigh.edu

Membership Secretary

Judy Morrison
jmorrisonpt@verizon.net

Admiralty

Lynn Detwiler
 Paul Prozillo
 Kim Coache
 Paul Servantes

Fleet Captains

Catalina: Greg Morrison
 Com-Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozzillo

Park Liaison

Warren Mangan

Web Masters

Craig Tourtellott
 Phil Scheetz

Compass Editor

Ken Van Camp
ken_and_me@yahoo.com

Commodore's Corner

Brian Scarborough

It's the dark time, Members. We are just about to finish January as I write this, and begin February. Usually, I'm a week away from losing it. Don't worry, the end of cold is around the corner. The State has sent our slip bills. The sun is staying up a little bit longer every day. Now that the holidays are well past, Fleet Council is getting to it.

We've had our first meeting planning the 2018 season. The racing fleet has decided to reduce the number of race days this coming season. The hope is that there will be more participation, and fewer Race Committee slots to take away from racing. As we are firming up race days, Rear Commodore of Cruising Colin Hannings is putting together his cruising calendar.

Co-Vice Commodores Marsha Cooper and Laurine Valenti have our Spring Warmup banquet already planned. This year, we will again be at the Dublin Firehall at 6:00 pm on Saturday, March 17th. Don't forget to put this on your calendar. It's always a good time getting to see your boating buddies after the long cold. This year, we will have a special presentation from club member Russ Schuss about his Chesapeake Bay cruising adventures on a small boat.

The Budget Committee has met and approved a budget for the year. As you may recall from the Autumn Banquet, we have determined that our current committee boat, purchased new in the late 70's, is starting to show its age. Each year, it takes on more and more water through small pinholes in the pontoons. We've determined that it's time for a newer boat, and possibly a new boat altogether. The Club has been collecting the funds left over after operating expenses, and many members contribute an additional amount to the capital fund on top of regular club dues. We have added the ability to make these additional contributions when you renew your membership through PayPal. The boat search committee has been combing through used ads, and is now considering the benefits of a new boat with warranty and no wear. Please keep an eye out over the coming months, because we may need to solicit additional funds to cover the cost of a new vs. used boat. While we may not have a new boat for the beginning of the season, there's no time pressure, as the old boat will continue to serve until we buy the new one.

We have begun planning our 2018 service project. Last years' project was quite a bit of work, as we all had an enjoyable slog through mud and swamp to clear brush behind the dry storage lot. This year, we are hoping for something a bit easier, as we may be painting and repairing the emergency stations on the docks, and replacing broken and missing slip numbers on the docks. If you have other ideas we could pursue, please let someone from Fleet Council know as soon as possible. Keep your eyes on the Commodore's Messages and the calendar for more details once we have this firmed up.

We have a bit of sad old business to report on, with a positive look forward. Last year, we lost our webmaster Glenn Wesley very unexpectedly. Since then, we have been able to obtain all the needed access to the Club website. Just in time, as we have a new Communications Officer, Bruce Idleman, who is taking a long, critical look at the site, with an eye toward consolidating information, streamlining navigation, and refreshing content. We are also discussing our communication channels, and debating whether our formal communication channels will include Yahoo! Groups, or Facebook, or just emails and website postings.

(Continued on page 5)



SATURDAY, MARCH 17TH

6:00 p.m.

DUBLIN Firehouse Community Room **194 N. Main St., Dublin PA 18917**
located at the intersection of Route 313 and Rickert Road with plenty of free parking

Another great social event for all current and new members to meet, reconnect, and share their winter stories, while looking forward to the upcoming 2018 sailing season

The **Open Bar** will consist of beer, wine, soda and water beginning at 6:00, followed by dinner at 7:00

This year's **BUFFET** will be catered by *Giuseppe's Restaurant* and include:
broccoli bites, mozzarella sticks, mixed green salad, fresh steamed vegetables,
chicken bruschetta, hot roast beef served with rolls, vegetable lasagna with tomato sauce,
and dessert and coffee

Following dinner, Commodore Brian Scarborough will give a brief overview of the 2018 sailing season.
It is encouraged that each fleet take the opportunity to meet and elect Fleet Captains.
A discussion on 'Communication' for Club Members will be presented.

An experience of launching, sailing, docking/dining and anchoring with his wife and friends on the Chesapeake, while aboard his O'day sailing vessel is to be shared from one of our Club members.

Be sure to get your membership dues in

Cost per person:

2018 NSC Member , 18 and older	\$ 25.00
Children (9 and under)	free
Young Adults (10-17)	\$ 15.00
NSC Guests	\$ 35.00

Please email your advance reservation by Monday, March 5th with the number of people attending to:

Keepsmlin49@yahoo.com

Make checks payable to "NSC" and mail to: Laurine Valenti, 22 Skyline Dr., Chalfont, PA 18914
By March 12th



George Balas (cont'd)

“New Hope Navy” buddies on the Chesapeake, life with (the lovely) Linda and his daughter and grandkids (whom he adored), and general on- and off-water practical jokes and mayhem always inspired and entertained a willing audience.

Warren Mangan will tell you how George found his Flying Scot Silver Girl “as a bit of a wreck and rebuilt her and the trailer.” The original title was signed by Gordon (“Sandy”) Douglass. He remembers the year the club hosted a Volvo Leukemia Cup Regatta, with post-sailing events attended by Gary Jobson. Warren had just met George, who that night made a (typically) generous donation toward the cause. “As a Navy man,” Warren adds, “he even got a number of Scots to sail to the Blue Angels practice days in Annapolis harbor.” We knew him to be a regular at the annual Sail Boat Show

“George welcomed me into the Flying Scot Fleet in 2005,” says Phil Scheetz, “and was one of the key reasons that sailing at the lake was so enjoyable. . . . He was the social hub of our fleet for many years, always the first to initiate fleet gatherings: winter, spring, summer, fall—all seasons were fair game.” George did more than gather the Scots together, Phil adds: “It didn’t matter whether you sailed a Scot, or if you were brand new to the club, George welcomed you with open arms.” And, he encouraged NSC Scot sailors to get out and sail elsewhere. Phil explains, “George donated the hubcap from his original Sterling trailer to create the Sterling Trophy, an annual award designed to reward sailors who represent our fleet on the road.” (For more details about the Sterling Trophy, see <http://nockamixonsailclub.org/content/flying-scot-fleet-163-sterling-travel-trophy>)

Diane Paxton remembers, as other club members do, that “George devoted to NSC many years of service. He will always be part of our club legacy.” George served as Commodore in 2010–2011 and as Vice Commodore 2002–2003, under Warren Mangan.

After growing up in the Philadelphia area, attending college, and giving some time to Uncle Sam as a Gunnery Officer in (of course) the U.S. Navy, George and his wife Linda settled in Buckingham, PA. George went into business. First it was a New Hope coffee shop, then it was in real estate (where his career spanned 32 years). But, he never wandered far from water. He and his “New Hope Navy” buddies partied on Fridays, whether on a monohull on the Delaware or a catamaran on the Chesapeake. And, he enjoyed Lake Nockamixon with his loyal Flying Scot fleet and other NSC members on the weekends. George’s sailing tastes, like his penchant for drink, were ecumenical. Whether it was as Vice Commodore, where he brought his grille and flipped burgers for the annual ULDB, or as Wednesday Night Advocator beating the bushes for sailors midweek, or even as Commodore—George loved the club and did his best to make it its best version of itself. Sailing and camaraderie—he helped the rest of us get our priorities straight.

The last few years, George found himself battling cancer, and he and Linda spent less and less time at the lake. Yet, he’d come out at critical junctures to cheer us all on. In fact, at a memorial service last fall for fellow sailor Glenn Wesley, the scuttlebutt was that George was once again changing oncologists. He reported, “Yeah, I had to go through ten of them until I found one who would let me drink.” George was a character, always trying to buoy up those around him. He will be sorely missed.

If you can’t find Commodore Brian Scarborough’s email and want to attend a service celebrating George’s life, click here for details: <http://varcoethomasfuneralhome.com/book-of-memories/3412457/Balas-George/service-details.php>. An event is scheduled for March 16th, with the time TBD.

Impulse 21 Fleet Report

Warren Mangan

The fleet has 2 new members joining this year. Please welcome Frank and Bob if you see them on the water.

We will be sailing with the Portsmouth fleet again and will have a fleet trophy prize if we can get enough races in together. Both of the new boats are getting some new sails so will definitely be upping their game.

If anybody else is interested in the safest and fastest racing keel boat on the lake that is also the easiest to sail singlehanded or with crew please get in touch and we can find you a boat or take you out on a race day to see how the Impulse 21 performs!

Some of the features are :

- self tacking jib and mainsail both on easily adjusted travelers
- large open cockpit with soft curved seats
- swim platform for those hot days for easy cooling off or getting on board after swimming
- working lines are lead to a central control pod for easy access anywhere in the cockpit
- and of course unsinkable with large built in flotation (but I've never heard of it being needed!)
- free friendly advice and help from other fleet members and nationwide forum
- USSailing registered fleet.

Come join us. See you on the water.

Commodore's Corner (cont'd)

Over the past few years, we have started a loose tradition of sponsoring a Leukemia Cup Regatta every other year. This is a reasonably large undertaking, and it requires a volunteer to oversee and shepherd it. We are questioning why we do this benefit regatta, and we wonder if it is because big (wealthy) clubs throw a large party, and we feel we should do so as well? Of course, we realize the rules of the Park prevent us throwing a true sailor's party... Fleet Council has been considering whether we should have a benefit regatta, and if so, would we be better served donating any funds to a local charity, or perhaps the Haycock Fire Department, considering they are the generous folks who will rescue us out on the lake. If the membership has an opinion, or if a generous individual wants to plan and oversee an event, please contact me ASAP.

I think that sums up our current state of planning for 2018. I'm at a loss how to end this particular column, so I guess I'll just say that I hope to see everyone at the Spring Warmup, if not sooner!

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Time to Renew!

Judy Morrison

Even though there is snow on the ground, and the lake is “hard”, it is time to start thinking about the 2018 sailing season. We had a great year for 2017, and are looking forward to a great year in 2018 as well. It is now time to renew your memberships, if you haven’t done so. We already have 42 members registered for 2018! If you can’t remember if you’ve renewed your membership for 2018, feel free to email Judy Morrison at jmorrisonpt@verizon.net and she’ll let you know.

If you’re not aware, we added online membership applications and renewals. This way, we can save paper, save on stamps, and also save trying to figure out how to read some of the writing on the membership renewals.

*** Our top choice and recommendation is online (Paypal account NOT NEEDED)

1. Go to <http://nockamixonsailclub.org>
2. Click the “Join us” tab at the top.
3. Scroll Down and click “On-line application” Direct link: <http://www.nockamixonsailclub.org/content/2018-membership-application>
4. Complete all information (if you enter it correctly, we’ll have the correct information – no errors in difficulty reading your writing!) Be sure to enter all information.
5. Click “Submit Application and Pay Your Dues”

When you are directed to the next page, choose Cruising or Racing Member (whichever you signed up for).

** If you have a paypal account, log in and pay using your pay pal account

**If you do NOT have a pay pal account, you DON’T need one! Just scroll down, and click “pay with debit or credit card”.

Enter your information on the safe, secure, website, and click “pay now”. You’re now registered for the 2018 season!

** A second choice would be to register online using steps 1-5 above. If you do not have a debit or credit card, or do not feel comfortable paying online with them, you can mail in a check to:

Nockamixon Sail Cub
PO Box 133
Telford, PA 18969

*The third (and least attractive option) would be to download the paper application from the website or from this newsletter, complete it, and mail it in with your check. If you choose this option, please be sure to PRINT CLEARLY, and include all information on the form.

Flying Scot Fleet Report

Phil Scheetz



Flying Scot Fleet 163, moving toward the future in 2018

Fleet 163 lost two long-time members in 2017 and early 2018. George Balas and Glenn Wesley were key sparkplugs in our fleet for many years. We are so sad to have lost them, and hope they are sailing together somewhere warm.

2018 is looking like a great year. We are finalizing the calendar now, and the Spring Warm Up is almost upon us, March 17th at the Dublin Fire Company.

We will have fewer race days in 2018, mainly to have a more focused schedule, and to reduce the need for most skippers to do multiple Race Committee days. This should allow us to have more Scots on any given race day, and also allow us to schedule educational sessions that can help build our skills. So mark your calendars.

With a few less race days at the lake, we can also get away to traveling regattas. One I am focusing on, is the Greater NY Districts, which will be at Sprite Island, in CT. Brian Hayes from North Sails is doing a clinic on the Friday before the regatta, and Sprite Island served up an awesome Lobster Boil last time we were there. Mark your calendars for June 23 and 24, with the North Clinic on the 22nd. How many fleet boats can we get going?

At the lake, we are in fleet re-building mode. There are good local boats on the market and new fleet members are picking them up. There are good boats for sale and I know 4390, 4516, and a few other local boats are still on the market, so contact me if you are looking at getting into a Flying Scot, for racing or cruising.

New member, Stephen Petres, has bought Silver Girl, George Balas' boat, and a new member is bringing Scot #1859 to the lake and has joined the club as a racing member! I have heard rumors of Bob Gordon's Scot finding a new home in the fleet. Other new members have been scouting out boats, so things are building!

The Flying Scot celebrated 60 years in 2017, and there are many events within a few hours of our lake. If anyone wants help or tips on traveling to regattas, I am always available. My standing offer to put the mast up and back down on your boat at the regatta location is still in effect.

The North American Championships and Wife-Husband Championships are in Texas and Mississippi this year, so we may be more focused on regattas that are closer. There is a lot happening between Connecticut, down to the Carolinas and west to Deep Creek, so the Flying Scot is the boat to be in, even if a trip to Texas is not in your plans. By the way, I have heard of one NSC boat that is planning to go to the NAC in Texas, can we make it two or three?

Contact me, and watch your email for Fleet Reports, with more details on events and schedule.

See you all at the Spring Warm Up!



George and Glenn in Silver Girl

Rear Commodore of Cruising Report

Colin Hannings

It is mid February as I write this column. Launch Weekend is April 7th & 8th. Eight weeks away. While it may seem a distance away, it really is not. Mid winter is a pretty busy time of the year for me, so I must plan my time carefully.

I typically launch during the week before or after our club's Launch Weekend. Happily, being 95% retired allows me to arrange my calendar so I can coordinate with friends to help me launch without tying up their weekends. But I still must arrange to get some things accomplished before the boat and I are ready to go.

Dave's Boat Repair called last week and the outboard engine is ready to be picked up. I've got to get the engine picked up and into the garage. I've finally decided to rename the boat to reflect my individual approach to sailing. But I still have to decide if the name will reflect my interest in naval history or my love of music by Jackson Browne or Steely Dan. I can at least in the meantime get quotes from two lettering contractors to see what my cost is likely to be and how much time they will need to complete removal of the old name and putting on the new. Most importantly, I need to determine if they need the boat at their site for any period of time to do the work or can they come to where I have the boat while I am doing the cleaning getting it ready for the Spring launch. I will also need to coordinate the lettering and clean-up with taking the boat in for a maintenance check, specifically the wiring, to make certain all lights are bright. I don't want to miss any of the Full Moon Raft-Ups.

The Full Moon Raft-Ups are such a pleasure. We have five scheduled for this season. As always, all are for a Saturday evening at 6 PM. Since they are all on a Saturday, unfortunately none will be on an evening with a true full moon, however, most are only one or two evenings off the true full moon. Your views of the moon will only be very slightly reduced. As you all well know by now, nothing beats the relaxation and fellowship generated by watching the moon with friends and family while enjoying beverages and your favorite snacks.

There are a few slight changes in the calendar from last year which have been made in the interest of common sense and efficiency. Our ULDB Race has been moved forward several weeks, into June, in the hopes of avoiding heat, tough humidity and light wind in the month of July. On the same day we will hold our Nockamixon Sail Club Charity Event, the details of which are still being considered, including the recipient of the donations. Since our ULDB Race is usually our most well attended event during the Summer, it makes sense to increase our charity participation by having each function on the same day. Certainly, participation in the ULDB will in no way interfere with participation in the Charity Event, nor will the Charity Event interfere with the ULDB.

Another change will be regarding the Chilli Cook-Off. Historically, the Cook-Off has been scheduled in early September, but this year the Cook-Off is being moved back to later in the month to coincide with the final Full Moon Raft-Up scheduled for Saturday, September 22. Showing up late in the afternoon for the Chilli Cook-Off will easily move into a launch for the Full Moon Raft-Up which starts at 6:00 PM.

While I haven't enumerated all the sailing events for the up-coming season, you can easily see we have plenty of events scheduled for our sailing season. The traditional events will remain. Each event is enjoyable, low stress and a way to enjoy your love of sailing and your friends and family. What will make each of these events a success is your participation. Come on out, listen to the sails snap as they fill and enjoy what you have been fortunate enough to make your hobby! I look forward to seeing you all.

Thistle Fleet Report

Craig Smith



One of the greatest benefits of sailing a Thistle is that we are invited to attend some wonderful regattas in many areas of the country. One of my favorites is the Midwinters West Championship, held each year at the Mission Bay Yacht Club in San Diego, California. This year, I was joined by fellow Fleet 176 member, Paul Prozzillo, and my daughter Alicia, who flew in from Portland Oregon to join us. Midwinters West is one of my favorite events because it features a lot of racing on the Pacific Ocean in a short period of time, and provides the possibility of sailing in a sea breeze.

The regatta was scheduled from Thursday, February 1, through Sat-



Craig, Paul and Alicia sailing Thistle 740 in Midwinters West


urday, February 3 with three races to be held each day. The forecast looked great, with a predicted sea breeze at 5 to 10 knots each day. The first day showed great promise, but a fog bank foiled that plan. We sailed around close to the committee boat while waiting for the fog to lift, but it did not do so until late in the day so no racing was accomplished on day 1.

Friday was a beautiful day with 70° temperatures and a 5 knot sea breeze from the west. Three races were held, and the fleet was divided into two divisions after the second of these races. The two divisions sailed together for the rest of the event, but were scored separately. At the end of day 1, our team was in the middle of the second division.



The wind on Saturday was a beautiful westerly at 7 to 10 knots, which provided for a wonderful day of sailing on the Pacific Ocean. Although I was in the top five at the first windward mark in two of

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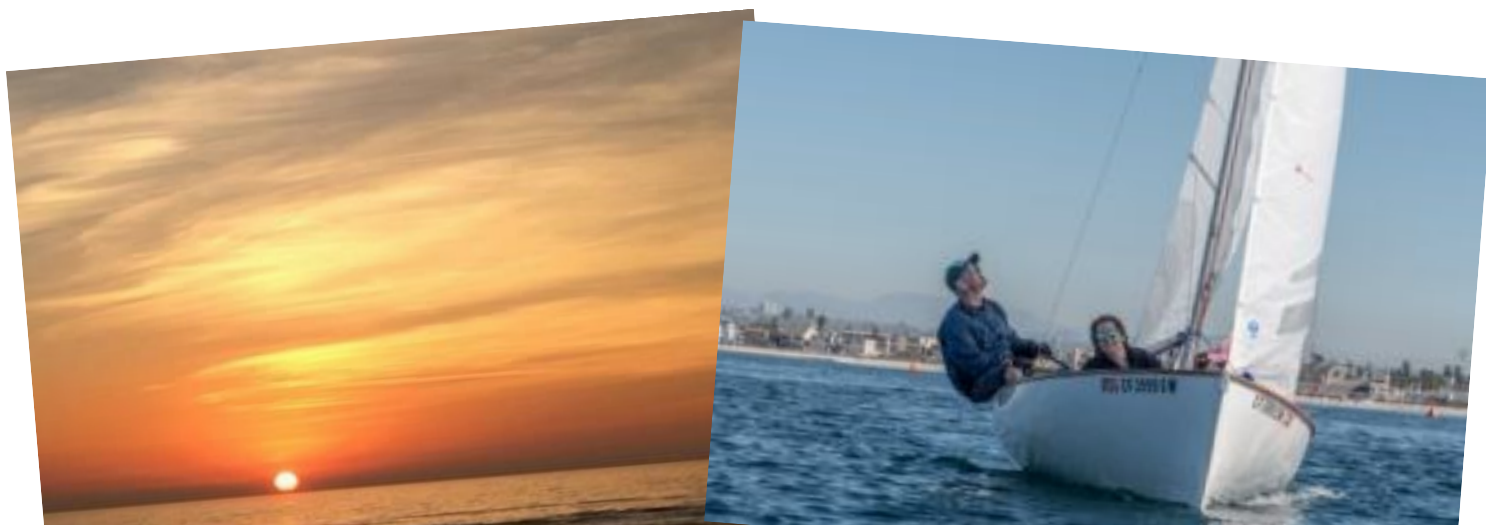
(Continued on page 10)

Thistle Fleet Report (cont'd)

the races (and first in our division), we did not end as well as we started. For the event, we finished in fifth place out of the 13 boats in the second division.

Since Paul had a Sunday morning flight, we did not participate in the match racing that was scheduled for that day, but since that racing was held in Mission Bay near the club, I was able to watch the event from shore. The first half of the day featured Fleet racing, which then determine the top eight boats who participated in the match racing. Conditions were perfect with flat water and a six knot sea breeze. In the end Sam Ingham, son of Mike Ingham who has won Thistle Nationals multiple times, dominated the field and won the Larry Klein Match Racing Championship. This is impressive since Sam serves as a Coast Guard pilot and is only able to attend a few Thistle regattas each year. Last year, Sam also won this match racing event by defeating his father in the finals.

Yes, the racing was great, but the reason I attend this regatta is what happens off the water. The San Diego weather in February is normally fantastic, and this year was no exception. Each day, we had temperatures near 70° and sunny skies, except for the period of fog on Thursday. We rented a house near the beach with two other Thistle teams. This had a view of the ocean and its beautiful sunsets over the water. We also enjoyed wonderful walks along the beach several times each day. The Thistle Fleet at Mission Bay Yacht Club tried to keep expenses low this year, to help facilitate a good attendance. This meant that this regatta was reasonably priced even when you include the boat charter fee and travel expenses. In fact, I enjoyed this event so much, that I have already made housing, crew, and charter arrangements so I can go again next year! Would anyone like to join me? After all, you are likely to get more great racing in on these four days than at any other Thistle event on the calendar.



Notes from the Park Liason

Warren Mangan

Mooring Permits

Mooring permits were sent out and are due back before 28th Feb. The park will not be sending reminders or calling so if you have not sent yours in or not received a permit drive over to the park office and sort it out immediately!

Annual Service Project at Park

We are planning a service project again this year. Proposed date will be April 7th, same as our first club assist launch date. We have a couple of projects:

1. Prep and repaint / repair the lifebelt stations on the docks and around the park at other ramps if required.
2. Replace the missing or damaged slip numbers on the marina. This may need to be a 2 part project depending on how long it takes to survey the slips and get replacements.

Rear Commodore of Racing Report

Gary Bonner

Planning for the 2018 racing season is well under way. The following are a few of the changes we are working on for this year. They are not yet finalized, however, so keep an eye on the club website, NSCPA (yahoo groups emails), and your personal email for official notice.

First off, we are reducing the number of scheduled race days. This will not only reduce the number of days each skipper must serve on race committee, but hopefully will also get more boats out on the same days, resulting in more competitive racing. The Frostbite Series will be reduced to four race days, the first of which will be on April 21st. The number of fleet race days, where each racing fleet has its own start and scores its own races, will also be reduced, typically to one day per month. The schedule for Invitational Regattas, which are open races where all boats start together and trophies are awarded for the day, will remain unchanged. The other adjustment to the race schedule is that there will be no Sunday racing this year. All of that said, keep in mind that some events may be re-scheduled due to weather.

Another change that you will notice as you sail around the buoys is that the buoys are different. The old marks are due for replacement. We have struggled in the past to maintain the “A” “B” and “C” markings on the buoys, which were used to identify the order in which the marks were to be rounded. We have decided that such markings are not necessary. The new buoys, which will be the same shape as the old ones, will be yellow for the windward and leeward marks, and orange for the gybe mark. This will also be more consistent with what is typically done at other clubs. Note that the actual courses sailed and race scoring will remain unchanged.

The course posting on the committee boat will now only include the course. Since the windward and leeward marks are always yellow, and the gybe mark is always orange, it is no longer necessary to display on the committee boat the order in which the marks are to be rounded. A triangle course, denoted by a “T” on the committee boat, is sailed by passing around all marks, that is, yellow, orange and yellow. A windward-leeward course, denoted by a “W” on the committee boat, is sailed only around the yellow marks. A typical race has multiple laps with a combination of Ts and Ws. For example, a TWW posted on the committee boat indicates a three-lap race, starting with a triangle lap followed by two windward-leeward laps. The start and finish marks will continue to be the same orange/red balls used in the past.

Appropriate revisions to the Notice of Race and Sailing Instructions will be made once all the changes are finalized. The revised NOR and SIs will be posted on the website, and notification will be sent out to club members when they are posted.



Warmer times on the lake — photo by Kathy Heck

Mariner Fleet Report

Russell Schuss



Mariner Class skippers at lake Nockamixon should try to get involved in the class. We have 10 boats listed in the lake area and it would be great to have them compete in the invitational races, raft-ups and the ULDB event at the summer picnic. If enough Mariners can get together we could have our own start at the scheduled class races. We are not competitive with the Lightnings, Flying Scotts, and Impulse 21's, etc.; but at invitationals, where we use Portsmouth Rules, everyone has a handicap and that evens out the competition. It's up to your ability.

Events for Mariners other than the National Regatta, which are being held at Long Island this year, include rendezvous at different nearby locations. This year there will be a National Rendezvous at Stonington Ct. August 3-5, in which the Mariner Association will offset part of the cost of the rendezvous. Also, in the past three years, Lake Champlain was a destination, no information yet for a repeat there, in addition to St. Michaels Md.



Included here are some photos of past rendezvous.

Here we have 18 Mariners at Mystic Seaport. It was ideal because of the floating docks. We were able to use all the facilities of the Mystic Seaport Museum. Not only do they have the tall ships but there are buildings filled with every type of historical small craft that were used in the waters off Long Island.

Having left Niantic, crossing under the Long Island Railroad Bridge, on a Saturday with a building breeze, we made north to Mystic Seaport about 15 miles away and up the Mystic River for 5 miles. About half way we were in smallcraft-warning condi-

tions. The bridge tenders were amazed to see all these small boats out in those conditions.

Here we see one of the three finger piers that the Mariners occupied at the Museum. On one day, visitors of the museum were allowed to come on the piers to view our craft and ask questions concerning the Mariner Class. We met folks from as far away as California who were inquiring about the class.



This is the group that attended in Mystic Seaport in 2013. Probably the largest ever! Some were members just visiting; but most were skippers and crew. Everyone slept on their Mariners for two nights. When there are 3 crew and a captain it gets tight! Specially when the weather decides to rain overnight.

For Elsie & I, the Whalers Inn was just a walk away. Recommended, by the way.

(Continued on page 13)

Mariner Fleet Report (cont'd)

Here are some shots at Lake Champlain. Every day is not perfect when it time to sail.



Here we are docked getting ready to sail. Some folks brought their tents to camp out on the Island instead of being cramped in the cabin of the Mariner.



The following scenes are from St. Michaels in 2015. We, 9 Mariners, launched from Kent Island boat ramp. The bridge only opened on the hour and the half hour; so, we gathered at the basin to wait for the bridge to open. It was an interesting sail through the very narrow channel away from the island. Charts and attention to the channel markers were critical to staying ungrounded. It was a typical Chesapeake summer day.

Here's a few shots in St. Michaels Maritime Museum. These facilities were only available during the week since we were not members of the museum.

Here we are lined

up at the docks. Tiny little boats at big boat facilities. We needed a ladder to get up to the docks.

Below is the dockage at Essex Ct. in 2-017. A very historic town.



For those Mariners looking for a summer adventure like these in 2018, you may look forward to the National Rendezvous at Stonington Ct. The event will begin in Niantic and sail east in the Long Island Sound and stay at the Stonington Harbor Yacht Club.

For Elsie & me I'll be looking for a nice Inn there.

It's Almost That Time

Wilson Black

Yes, folks, spring launch season is just over the horizon, and chances are many of us are already picturing ourselves on the water, playing in the ever-shifting breezes on our lake. Based on my experiences helping others launch and recover their boats (sail & power), I'd like to recommend taking a step back from that vision on the lake and focus on more immediate issues to help your travel and launch experience go smoothly. This article is focused solely on assuring our trailers are up to the task.

Trailer Tires:

Dry Rot (aka "sidewall cracking") – These are the small cracks that appear on the sidewalls and, in more extreme cases, extend into the tread. Dry rot is a consequence of exposure to the environment (UV, oxidation, etc.) and is inevitable. An ash-gray color is also an indicator of a rotting tire. A tire may have minimal tread wear (many of our trailers average <100 miles/year), yet will still require replacement due to dry rot. Thinking of "getting one more year out of them" or waiting until after launching your boat? Your decision may have serious consequences, as dry-rotted tires can blow-out without warning, causing loss of control of your vehicle. Any reputable tire store can replace your tires, even with your boat on the trailer.



Uneven tire wear – If your tire tread is worn more toward the inside edge, this is a strong indicator of either an overloaded trailer, failing wheel bearing, or other trailer construction/alignment issue. Overloading can "sneak up on you"; we've all seen fellow boaters arrive at the lake with their boats loaded with extra items, ladders strapped to their trailers, etc. If in doubt, there are many scales in our region, including one on Rt. 309 towards Coopersburg. More on the wheel bearing issue appears later in this article.

Tire pressure – Since October, your unattended trailer tire pressure has gone down considerably. Please check your tire pressure in both the trailer tires and your tow vehicle. Doing so assures better stability, handling and fuel mileage, plus maximizes the load carrying capacity of your tires.

Wheel bearings:

A failed wheel bearing can transform your hopeful launch experience into your worst nightmare, especially if it occurs at speed on the highway. Our wheel bearings are exposed to many stressors: 1. Heat, from bearing the load of a boat while being towed down the highway; 2. Water (including getting dunked in a cold lake after heating up on the

(Continued on page 15)



It's Almost That Time (cont'd)

highway); and 3. Lack of use, when the trailer sits idle for months at a time and is subjected to temperature changes and subsequent condensation inside the hubs.

If you cannot remember the last time you had your wheels and hubs removed to inspect your wheel bearings, you most likely are at risk. If you are not mechanically inclined, one of our fellow club members may be able to help. You can also go to your favorite auto/tire store; as before, they should be able to service your trailer even with your boat on the trailer.

A note about "Bearing Buddies" – They are proven bearing savers, and are in use on many of our trailers, including mine. They are also notorious for causing problems with the wheel seals on the opposite side of the hub due to the increased internal pressure caused by the spring in the Bearing Buddy. I am guilty of "packing in the grease", and have suffered the consequences of a leaking wheel seal, with the resultant cleanup mess. The best solution I've found to date is to pump in grease until the plate in the Bearing Buddy just begins to move; this minimizes any leakage and has proven effective at protecting the bearings.

Axles/suspension/brakes/hitch, etc.:

Most of our trailers do not require annual PA state inspection. This is a mixed blessing; we don't have the cost or hassle, but we are left to our own devices to assure our trailers are roadworthy; and it must be noted an exemption from inspection does not mean we are exempt from prosecution. Many of our trailers are older. Suspension bolts can break due to rust or fatigue, axles or spring leaves can break, brake linings wear out or deteriorate, brake mechanisms can stick, etc. Hopefully you will agree a close inspection of all your trailer components is vital, considering, as before, your trailer's exposure to a wide variety of environmental conditions.

Lights:

Again, considering the age of our trailers, our electrical systems are prone to problems due to the environment. Insulation will decay with age, resulting in open or short circuits. The lightbulb housings can become brittle. Connections, especially the ground wires, corrode. Then there's that connector from the trailer to your vehicle. By design, it's subject to corrosion on the connectors and stress on the wiring due to mishandling. Hooking up your trailer and checking the lights prior to launch day may give you some piece of mind. (Note: Having a reluctant bulb light up after tapping on its housing does not count as an effective repair; that same bulb may go out after encountering the first bump on the highway.)

Sailboat bunks:

The wood and carpeting on our bunks is no better protected from the elements than the rest of the trailer. Unless your inspection reveals an imminent catastrophe, tending to the bunks prior to recovery is the better solution.

Is all this a lot of work? Well, that depends on the condition of your trailer and how handy you are. If your trailer is in decent condition and you are mechanically inclined, the whole inspection/service process may take a half-day or so. An auto/tire service center should be able to complete the work in a few hours, even if bearing replacement is needed. In any case, taking care of your trailer ahead of time is a major step towards a smooth launch experience.

Here's wishing you all fair winds (from whatever direction they come that minute) and smooth sailing.

Winter Thoughts of a Summer Cruiser

Brad Kurlancheek

It's early morning the last day of January, ten degrees out. The forest nestles under a few inches of snow. I sit in the kitchen with my feet up on an old wooden table; thereon lay various stacks of books. On those feet are 6 pairs of socks and I'd have gloves on too, were I not typing this. A number of layers of pants and shirts also attempt to ward off the cold.

I pass these winter months working, reading books, building a boat, playing racquetball, studying for the ham license, shoveling snow, repairing leaking pipes, gazing at stars.

But my heart's in thoughts of summer cruising. Who would know after six decades on the planet, I'd look on the pursuit of spending several days on a small sailboat in some minor body of water, say the Allegheny Reservoir or the many tributaries of the Chesapeake Bay, as this life's (at least for me) crowning achievement? On such occasions, when I stock the boat with the proverbial everything-but-the-kitchen-sink, to provide a modicum of comfort re sleeping, cooking, sailing, navigating, and rowing, and set out on what can be termed nothing but adventure, the whole of it yet continues to make me tingle with the excitement of a 9 year old.

I still look upon with great wonder those singular events of anchoring out, dining on my ship, then closing the hatch, and slumbering in the cabin, with stars above and sounds of riplets below, as moments of a lifetime slip by ever so slowly.

The time of never again will come, of course, but it's not here yet, and who knows how soon or late it will arrive.

The boat and gear are as close to Huck Finn as I can manage. My vessel's 14 feet from stern to bowsprit, is wooden and homemade, has no motor, or on board electricity, or heat or refrigeration or cooler. No smartphone, no internet. Double A's and sunlight power stern and cabin lights, a handheld VHF, FM shortwave, and a Garmin Trex GPS. The flip phone's for texting only; in many ways its symbolic of everything the voyage is not, and so it's kept off and stowed out of sight. On hot nights in the cabin, a battery operated 4" plastic fan moves the air around just enough.



A primus stove boils water to cook pasta and make coffee. There's enough food and water for several days.

But wait. There's also a Kindle for reading, and fishermen and sailors for occasional chatting and company. Plus main and jib and a few NOAA charts....

What more does a sailor need? A good hat and suntan lotion help. A warm sleeping bag and blanket. A few plastic boxes to store gear and food under the cockpit. Oh, and time. One needs time, to get away, to let daily life do what it does, without you messing with it, for just a little while any-

(Continued on page 17)

Thanks for the Memories, NSC

Ralph and Norma Hall

We'd like to take this opportunity to thank all the members of the Nockamixon Sail Club for the support, friendship, haul-in and haul-out help, laughter, and fun. We will be with you in spirit as you continue your park service projects, banquets, races, raft ups, and ULDBs (without us there to jump the start and disqualify, and then turn around and head back after the rest of the boats make the far turn...every crew has its own style).

We started at Nockamixon on a 14' Sailfish in the early 80's, where one of us usually hit the water on each hard tack. Moving up to the 19' O'Day Mariner in 1995 was a great experience – we both stayed on board most of the time. After several years of abuse about having our 19' in the larger slips, we finally upgraded to the Hunter 23.5, which will be going with us to NC. Diane Paxton cornered us at Strictly Sail 2007 in Philadelphia and coaxed us into joining the club – thank you, Diane. Because we joined the club we not only learned how to sail better on the lake, but ventured to the Chesapeake and BVI – largely because of Capt'n Mike Brown's enthusiasm, dedication to the club and to developing the inner sailor in all of us. Both of us have taken classes with Nockamixon Sailing School, which have given us the confidence to explore the waters off Beaufort, NC. The new goal is minimal grounding, and to finally be confident enough to head out to Cape Lookout.

Thanks to Paul and Kim Coache for taking over the Steelman. Ralph has looked forward to that every year, and is glad to be turning over knowing that it will continue to have the support of NSC and that the pre-Steelman raft-up tradition will continue.

So...if any of you are heading south, we have a 3-bedroom condo on Atlantic Beach, which is near Beaufort, NC. We'd love to catch up, and you're welcome to come visit. It is a bittersweet time – we're excited about our upcoming move, but will always have very fond memories

of the lake (especially as we try to navigate the very shallow shoals around Beaufort). We'll be following the club on your website.



Winter Thoughts (cont'd)

way. No worries - the tedium, riff-raff, nomenclature, details, taxes, bills, politics and stultifying terror of it all - will still be there for you to muck up and mess with and break and re-create, when you get back.

Oars help. For calm hours. For avoiding the rocks ahead which the current seems hellbent on taking you to. For exercise. For pitching the boat off the mud you've slugged onto, when you'd thought NOAA was only kidding with their use of the word "shoal".

Minimalism's the key. No two foot thick hotel beds, room service, controlled temperature, 5 star French restaurants, parking lots, tickets or 5 story mechanical ride. Definitely no check-out time. No tour guides, wifi, TV, cruise ships, lines, Mickey, Goofy, or 5 knots by gasoline. Or 40 foot sailboats with all the comforts of home. It's all to be at one for a time with the water, wind, sky, and land, and to be without the many conveniences for which you're accustomed.

That's what I think about, as cold north winds blow, icicles hang from the roof, while I don umpteen layers of clothes, and sleep with 6 blankets. It's putting a small boat out on-to tidal waters, with this soul reposed therein, avoiding if it can, land, docks, moorings, marinas.

We are blessed to have the liberty to escape untethered, to such things...for the time that remains, with the sanity we still have, and the mortal machinery that can still do.



Nockamixon winter scene: Photo by Paul Servantes



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2018

NOCKAMIXON SAIL CLUB has easy to use on-line application membership at
<http://www.nockamixonsailclub.org/content/2018-membership-application>
or complete the information below and submit to the club mailing address.

Contact Information

☐ New Member ☐ Renewal

Name:	Spouse/Partner:
Street:	Family Members:
City:	Phone:
State: Zip:	Cell Phone:
Email:	

Membership Level

Active Racing Member <input type="checkbox"/> \$100/year	Active Cruising Member <input type="checkbox"/> \$50/year	NSC Capital Fund \$ _____ Contribution Amount
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Active Racing Member - Includes all members of a household and entitles the member or family to one vote on Club business, receipt of 'The Compass' newsletter, and participation in all NSC activities and programs. Active Cruising Membership - Includes all members of a household and entitles the member or family to one-half vote on Club business, receipt of 'The Compass' newsletter, and participation in all NSC activities and non-racing programs.

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____

Check the Online Accounts Which You Currently Have: ☐ NSC Website ☐ NSCPa Yahoo Group ☐ NSC Facebook Private Group
NSC Compass Newsletter: ☐ Online ☐ Hard copy via mail

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: _____ Date: ____/____/20____

Check# _____, Date _____, Amt _____



Nockamixon Sail Club



Logo

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This is not a fundraiser
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Caps...Navy or White - *Burgee on Front*
and "Nockamixon Sail Club" embroidered arched around back opening
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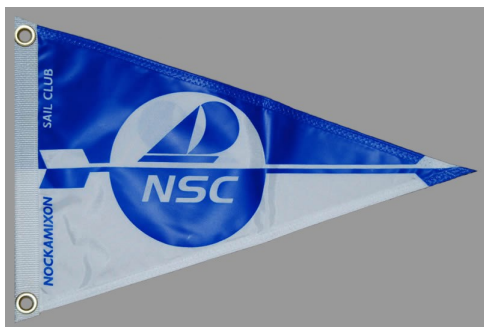


Any Questions? Contact Dan Reasoner
215-997-7680
dcreasoner@comcast.net



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
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The Nockamixon Sail Club
P.O. Box 133
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Winter scenes on Lake Nockamixon: Photos by Brian Scarborough