

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org



NSailClub@AOL.com

The Newsletter of
The Nockamixon Sail Club
P.O. Box 133
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Emerald Waters Beckon, at Flying Scot Midwinters.

For more on the Flying Scot fleet, see page 8



Mark Your Calendars

The Spring Warm-up is less than a month away!

Sign-Up Details page 3



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Commodore's Corner

Brian Scarborough

With the start of a new decade (can you believe it?) comes: new planning for the Club's new season! There are new faces on Fleet Council, and we've all been hard at work getting our new Co-Vice Commodores and new Rear Commodore of Cruising up to speed. Our Quartermaster has already done quite a bit of maintenance on the Sunfish fleet, and we are all ready with a new trailer specifically built for our pontoon boat. Our previous trailer was not built for a pontoon boat.

So much new, but don't fret; we should have all your favorite activities on tap this Summer, including a renewed effort between RC Cruising and Family Fleet Captain for family friendly activities such as Sunfish fun days and afternoon raft ups. We'd really like to see some more use of the Committee boat for grilling, and those plans are in the works. We're also hoping to start up our Club Clinics (Sail and Learn?) again.

As many of you are planning your spring commissioning projects, I'd like to remind everyone that it is a Club requirement for any member participating in a sailing activity to carry their own liability insurance. This question was recently raised by a new member. A quick survey of Fleet Council members gave many options. Several of us have insurance through BoatUS, as underwritten by Geico. Others have coverage through homeowner's insurance, either blanket coverage or a specific rider. We learned that Erie doesn't cover liability if the boat is raced, while State Farm does cover racing. If you don't have coverage, first item on your list should be to call your insurance agent. Feel free to get a quote from BoatUS at <https://www.boatus.com/insurancequote/>, and maybe you'll find savings there.

Fleet Council continues to meet monthly through the winter, getting things ready. Our first Club event of the year will be the Spring Warmup Banquet, held at the Dublin Firehall on March 14. Co-VCs Karen and Chelsea have a great menu planned, and this year we will have a fun Raingutter Regatta set up for the kids to build and race boats. Oh, and I'm sure we "kids" will allow the children to play too! Don't worry, spring is right around the corner!

Order your NSC Apparel early!

Orders to be picked up at the Spring Warmup must be placed by February 22.

See details page .

2020 SPRING WARM UP BANQUET



SATURDAY, MARCH 14TH

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 behind the building

Another great social event for all current and new members to meet, reconnect, and share their winter adventures, while looking forward to the upcoming 2020 sailing season

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

This year's **BUFFET** will be again catered by *Giuseppe's Restaurant* and include:

Steamed Mixed Veggies, Chicken Marsala, Hot Roast Beef, Chicken fingers, Cheese Ravioli, and Dessert

Following dinner, Commodore Brian Scarborough will give a brief overview of our plans for NSC's 2019 sailing season and event calendars will be available.

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.

Cost per person:

2019 NSC Member , 18 and older	\$ 25.00
Children (9 and under)	free
Young Adults (10-17)	\$ 15.00
NSC Guests	\$ 35.00

Please make your advance reservation by March 5th with the number of people attending by using your credit card for payment through the PayPal link which will be posted on the club website:

<https://nockamixonsailclub.org/content/2020-spring-warm-rsvp-form>

Checks may be accepted by contacting Karen through email: kmallen0405@gmail.com no later than March 1st

Questions? Contact Chelsea 570-362-3221 Chelseajohnson117@gmail.com

Or Karen 215-715-3424

Be Sure to Pay Your Membership Dues

Rear Commodore of Cruising Report

Paul Servantes

Well here we are in the depths of winter, although this year it hasn't felt too deep (yet?). My friend captain Jim always likes to reference where we are on the calendar between last day for haul-out from the lake and the first day we can launch back in, so we were half way there on January 15th and now I'm sure he's counting the days, come February 15th that'll be just 45 of them. Let's hope we don't suffer a late winter and that we can get an early April start to the 2020 season!

So, it's actually time to start planning for any maintenance tasks we want to perform before we drop these fiberglass tubs back in the pond. We've got the boat, the trailer and the outboard motor to consider and there are some real basics that we're all familiar with and there are plenty of resources online to jog our memories and lead us through the tasks if we're a bit hazy. One of the things that I'm most paranoid about is the potential for a blow-out of a trailer tire, so I'll be checking the pressures before heading back to the lake. Apparently the overheating of a trailer tire due to under inflation is the most common source of failure and people get caught out by this because trailer tires are designed with much stiffer side-walls than regular car and truck tires, consequently they can look fully inflated even when the pressure is very low. Also, while I know my tires were replaced 3 years ago, those 4 numbers on the each tire



"0916" the 9th week of 2016

representing week and year should be checked if you're not sure how old yours are. Even though our trailers may only run a few miles a year (mine does 48 miles), replacement is recommended every 3 to 8 years. Here's a picture of mine - note that even though this tire was purchased new in April of 2017 it was already a year old. This is not unusual allowing for the time from manufacture, storage, shipping half way across the world, local storage and final distribution. Beware of tires being sold at a deep discount – check the date.

While we're going through our checklists, have you:

- renewed your NSC membership

(Continued on page 5)

Have sail work on your boat's spring to-do list?

HilltopSAILS
Sails for Lake Nockamixon
Craig Tourtellott
HilltopSailor
31 Hilltop Drive
Green Lane, PA 18054
HilltopSAILS@verizon.net
Sails, Covers, Repairs

215-257-9355

Rear Commodore of Cruising (cont'd)

- returned your mooring permit with payment and a stamped addressed envelope
- checked that your trailer registration is current
- checked that your boat registration is current
- got your boat and liability insurance


...I'll admit I'm doing all of these as I write this.

Whether you are preparing for the new season or enjoying your mid-season sailing, if you've got any specific questions or concerns then reach out to your fellow club members, it's one of the most significant benefits of membership of the Nockamixon Sail Club, the fact that there are almost always other members of the club that have the information to respond to your concern and are willing to provide advice and support or even lend a hand. At fleet council we've been discussing how we can disseminate some the wealth of knowledge that is stored in the combined brain trust of our members, so this year we are planning on tackling some training topics that will hopefully be both technically useful and provide a forum for getting to know a few more of your fellow sailors. We're planning on doing these in combination with our new monthly event the Sunday afternoon raft-ups. These will be spaced evenly on the calendar between the full moon raft-ups, and the plan is to take advantage of the club pontoon boat and barbecue - watch the calendar for more details. Also, weather permitting, we're looking at gathering at the marina to learn about the mast-up system on April 4th, perhaps it's a tool that will help with your launch, I've never seen it myself so I'm looking forward to learning more about it.

Our first event of the year, the Spring Warmup is on March 14th, I hope to see you there. If you have any ideas for training sessions or other club activities don't hesitate to reach out to me through email, pservantes62@gmail.com.




There's a Catalina 22 under there somewhere



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Thistle Fleet Report

Craig Smith

I had the pleasure of traveling to San Diego to participate in the 2020 Thistle Midwinters West Championship which was sailed out of the Mission Bay Yacht Club on January 27-29, 2020. This year, I decided to crew with Miranda Poltorak, one of the youngest female skipers in the Thistle Class, who happens to call MBYC her home club. Our other crew was Charlie Yingling, a former member of the Nockamixon Thistle Fleet prior to his relocation back to Cleveland a few years ago. As is usually the case, the San Diego weather for this year's regatta was nearly perfect with temperatures reaching the mid 70's on land each



day and a sea breeze arriving in late morning, in time for our afternoon races on the Pacific Ocean. We were provided housing with Miranda's parents, Mike and Belen in their fabulous house which overlooks San Diego and the Pacific Ocean (see photo). Mike is a Past President of the Thistle Class and former Commodore of the Mission Bay Yacht Club, and yes, he was racing this week also with another of his daughters and her boyfriend. We not only enjoyed the view at their house, but we also enjoyed the hot tub after the Friday night dinner. Ahhhh.



The regatta started on Thursday, January 27. Winds were out of the NW at 5 to 10 knots. We had pretty good starts on day one but ended up getting on the wrong side of the shifts in 2 of the three races. Thursday was used to split the fleet into the Championship and President's divisions. We were content with our position in the president's division, especially since we met our goal of not finishing any race in last place. After the first race day, current Thistle National Champion, Greg Griffin, was in

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Thistle Fleet Report (cont'd)

first place of the 35 boats with scores of 1, 1, and 5. Race day #2 had similar conditions to the previous day except winds built to 13 knots in race 3. Our finishes for the day were 13, 12 and 9 out of the 17 boats in our division. Day 3 was again a picture perfect day of sailing on the Pacific Ocean with winds in the 6 to 10 knot range from the sea breeze direction. Unfortunately, Charlie Yingling was feeling under the weather so we picked up John Duckworth as our 3rd crew for the day. In the start of race one, we found ourselves being forced over the starting line early. We were assessed a "Z flag penalty" and were scored 17th for the race, even though we did not finish in last place on the water. This was particularly impressive since we lost our spinnaker halyard during the race. This required us to drop the mast on the water before race 2 to retrieve and retie the halyard. With the aid of a general recall, we were able to finish the repair and make it to the start of race 2 on time. We finished the day and the regatta with finishes of 13 and 10, again never in last place. Even with the Z flag penalty in race 4, we finished in 12th of the 17 boats in our division for the regatta, and Miranda was happy with our performance. The Championship division was won by Greg Griffin, with Dave Tillson in 2nd and Mike Gillum in 3rd. At the Awards Banquet on Saturday night, my skipper, Miranda Poltorak, was awarded the youngest skipper award, and highest finishing woman skipper at the regatta.

The racing on Sunday was for the Larry Klein Match Racing Championship. The event started with 3 short fleet races with 17 boats on the line. This would then determine the top 8 boats which would compete in the match racing. Charlie Yingling had to catch an early flight so Miranda and I decided to 2 man it for the event. After our 16th place finish in race 1, she decided to hand the tiller to me for the last 2 races. We got 12th and 6th place in those 2 races, but missed the cut to the match racing by 6 points. The Larry Klein Match Racing Championship was won by Jonathon Posner who defeated Aaron Holland in dramatic fashion. Jonathon passed Aaron within the last few yards of the finish line as Aaron was completing a required penalty turn. WOW, what a finish to a great week of racing!!

The Thistle Midwinters West Championship is one of my favorite Thistle regattas of the year. It has great racing in great conditions, and is packed into a tight schedule. Including practice racing on Wednesday, you could get as many as 20 to 25 races in for the 5 days of the regatta. You get all this while you enjoy the perfect Southern California weather, sunsets over the ocean, warm temperatures and sea life on the water with you. If this sounds perfect, let's talk and see if we can get you there next year. I know I'm going!!! Are you??



Don't forget to renew your membership! See page 16

Flying Scot Fleet Report

Phil Scheetz

How I chose the Flying Scot (or maybe how it chose me)?

I wasn't always a sailor. I grew up windsurfing, a lot. I would occasionally find myself on a Sunfish, or a Hobie 16, but it was always as an offshoot of windsurfing. It was all good, up until our kids came along, and then it was inconvenient, in that my wife Jill, or I, could sail, while the other stayed on shore to watch the kids. Sailing together was not an option.

Around about Y2K, I started thinking about a sailboat, maybe something like a Catalina 22 or a Hunter 24 water-ballasted boat. The kids could nap, or sail, or sleep on the boat. Sounds great.

Can I travel easily with it? Will we need an F250 to pull the thing? Hmmm.

One day, I saw a Flying Scot, #4086, slowly sinking into the backyard of a friend. I looked up the boat, and it turned out there was a local fleet, and that they had racing. Racing, I had done in windsurfing, and enjoyed it. I inquired if the owner would sell the boat, and he said NO.

Eventually, I bought the boat. Here is a story about the find:

<https://nockamixonsailclub.org/content/i-found-flying-scot-2005>

So now you know how I found a Scot. Since 2005, I have had a blast sailing the Scot, and I am on my second boat, #5919. Flying Scots have been made in the same factory, since 1957. They have built 6200 of them, in Maryland, and the Flying Scot Sailing is going strong.

Here's a few reasons:

1. Super sturdy boats, easy to trailer, and launch.
2. Stable class rules, so old boats and new boats can compete on a level playing field.
3. The people, like Mike Noone and George Balas, who welcomed me to the Scot.
4. The events, in the area, that offer great racing. Districts are at Avalon this year!



The Lobsters will be back, for the 2020 NAC in Connecticut!

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Nockamixon Days

Brad Kurlancheek

There is nothing remarkable in what I'm about to tell you. But sometimes, perhaps, it is in the unremarkable, where grandeur may yet be found. Or not. Will let you be the judge of that.

I'd rented a slip this past summer at the park, in the G neighborhood, for my Montgomery 15. Had wonderful neighbors. A Boston Whaler on one side, and an empty slip on the other, for most of the season, to be filled by a middle aged couple and their spritely little motor boat for half of September till the end. Fellow sailors often stopped by, to marvel at the wonders of the well kept Boston Whaler, or chat up the cuteness and reliable pedigree of a Montgomery. Many other classics dotted the docks. It felt wonderful to have berthed the Monty in the company of so many well kept vessels. Some days I sat for interminable minutes just gazing at the impeccable lines of the Whaler and other sailboats of all kinds.

Other days I'd visit my Monty and do some tinkering. And at such times I'd see what I call crickety grizzled gray-haired guys who bring nothing to the lake but a simple love of singlehanded sailing, their skills to be aptly applied to their equally aging, unremarkable, but capable in their hands, small sailboats.

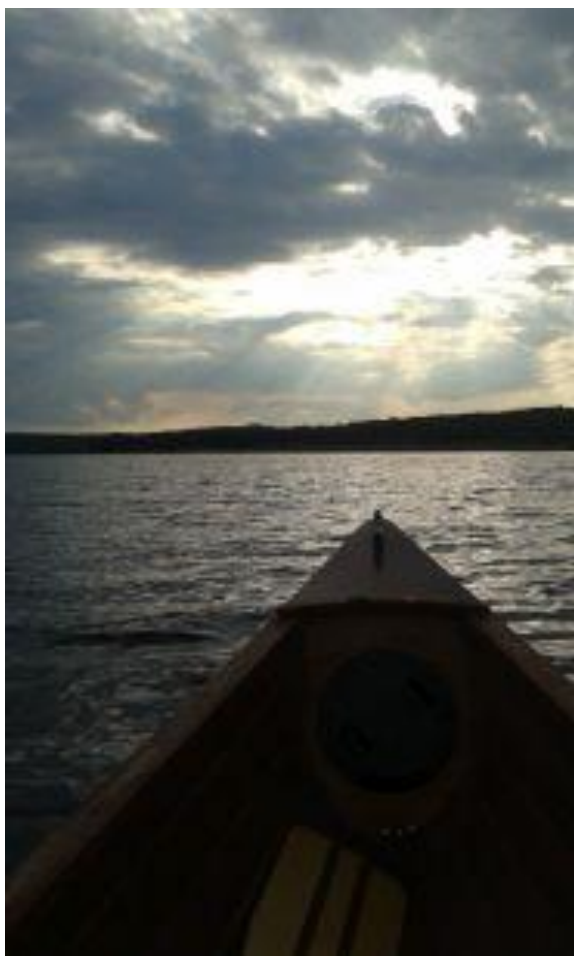
The state of the weather didn't seem to matter much to these hearty fellows. The day was rendered complete and the temperaments of the gods of the sea assuaged, by undoing the lines, getting their selves out there, and braving come what may.

One day it rained. Another it was quite gusty. No matter. These sailors' apparent attitude was: *I'll deal with it.*

I wouldn't call their behavior reckless. It was more akin I think to Hemingway's aging protagonist in *The Old Man and the Sea*: *This is my life. This is what I do. I don't get to choose the weather. But I do get to choose to sail, and sail I'll do because it's part of who I am with who knows how few days I've left to tempt the Fates.*

And this one of the beauties of passing the time when "boat tinkering while in slip." You get to watch others go about the art of sailing while ostensibly having something constructive to do yourself. It's all good.

In September, the end of the season nearing, I brought my wooden 14 foot canoe - *Lark* - with me. And provisions for 5 days. By this time a number of slips near mine were vacant. One such empty slip offered a perfect berth for *Lark*. I realize I might've been trespassing. Happily, no one seemed to even notice or care about *Lark's* diminutive presence. She weighs but 45 pounds, and leaves no

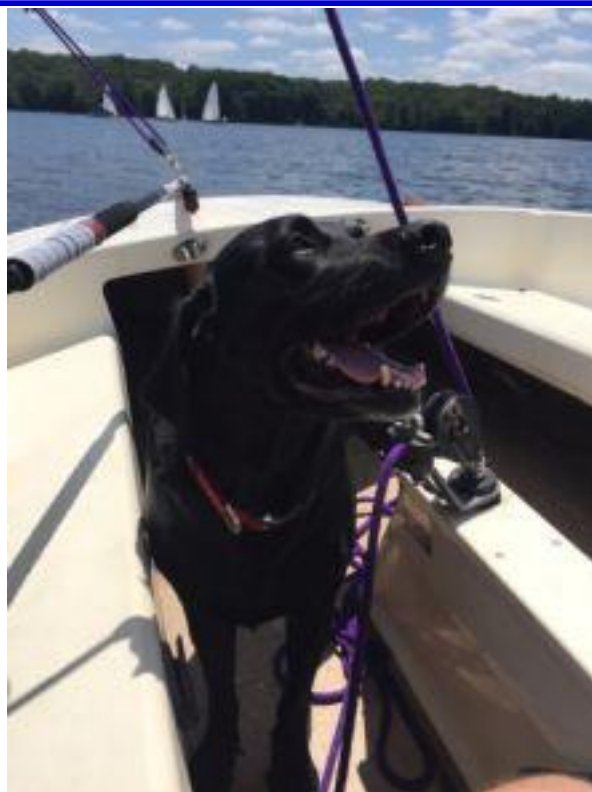


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Flying Scot Fleet Report (cont'd)

5. The Wife-Husband Championship, which is a great reason for Jill to sail with me.
6. The North American Championships, which moves around the country, and is in Connecticut this year.
7. The people, in our fleet today, who compete, support and enjoy, the comradery and fun of the boat.
8. The builder, who has every part, and great advice, Flying Scot Inc.
9. The boat sails great, in light wind, and in lots of wind.
10. Kids and dogs love Flying Scots

Come on out and sail Scots with us. We are often looking for crew, and have a loaner boat that can get you started in a Scot. See you at the Warm Up!



Dogs Love Flying Scots!

Nockamixon Days (cont'd)

wake. I could have left her sitting *on* the dock, but *Lark* is happiest when in water.

Two of the days I just tinkered on the Monty. Another two days I paddled around in *Lark*, explored coves, and moved *Lark* against 15 mph winds in the lake's middle. One evening while paddling near the fishing pier, a Native American celebration took place, replete with brightly colored clothes, a drum, chanting, and an air of jaunty cheerfulness which couldn't help to lift the spirits. On the 5th day a lady friend who lives nearby visited and we sailed the Monty in light winds and September sunshine. Winds were so light, but consistent enough, that at voyage's end we'd sailed right into the slip before I noticed I'd forgotten to drop sails first.

In the evenings I cooked pasta on the boat, and afterwards hiked along Nockamixon's many trails. By dark I'd settle into the sleeping bag in the roomy enough cabin, and await the sudden arrival of bright lights - the flood lights that illuminated the marina docks and parking lot, usually around 8:30 pm. After a couple of nights of that, I covered the two cabin port windows with paper, so that it'd be dark in the cabin. In the mornings I drank coffee, read, and would, around 10, commence more tinkering, canoeing, and sailing.

Like I said, nothing remarkable. On the other hand, not a bad way to go for 5 days. Surely better than shuffling paperwork, spending another blessed day in the neverending quest of trying to make money, mowing the lawn, or daydreaming how wonderful it'd be, to be on the water, whiling away the hours, watching crickety grizzled gray-haired guys, like myself, mess about in boats.

A Dock Line Primer

Brian Scarborough

It may still be the middle of Winter, if even a fairly mild one, but it's time to start planning your Spring Commissioning. One of those considerations for new skippers and old salts alike is a reliable dock line strategy. We've all seen some horrible examples of "dock lines" while walking through the marina, so it bears discussion of the right types of rope and proper geometry of dock lines.

In discussion of the proper kind of rope to use, we should start by noting that almost anything available at the local blue or orange home improvement store is not acceptable. If the packaging says "clothesline" it is definitely unsuitable. There are a variety of brightly colored utility cords and ropes available in the big box stores, and many are made of polypropylene. They often have the look of a marine grade double braided line because of colored tracers woven through, but they lack strength and UV resistance from the sun. Polyester double braid rope, although the go-to for sailboat running rigging, is also not recommended because it does not have enough stretch and give.

The best rope to use for a dock or anchor line is nylon. Nylon is reasonably strong, UV stable, and stretchy, which reduces shock loading on cleats when the boat pulls against it. The two primary kinds of nylon used in dock lines are double braid and laid ("three strand" or "twist" rope.) Double braid can be spliced but isn't as easy to splice as laid line. I like laid line, because I can custom splice it myself (<https://www.animatedknots.com/eye-splice-knot>). You can buy pre-spliced double braid in a variety of diameters and colors.



Dock line diameter should be sized according to the boat's size. It should be thick enough and strong enough to hold the boat, but not so thick that it doesn't have give to it. One guide I found suggests 1/8" of rope diameter for each 9' of boat length, and nothing smaller than 3/8".

Therefore a 3/8" line would be suitable



for all boats at the lake, given our max boat length of 24'. During a big storm, you might want to add a second set of lines slightly longer than the first to act as backups.

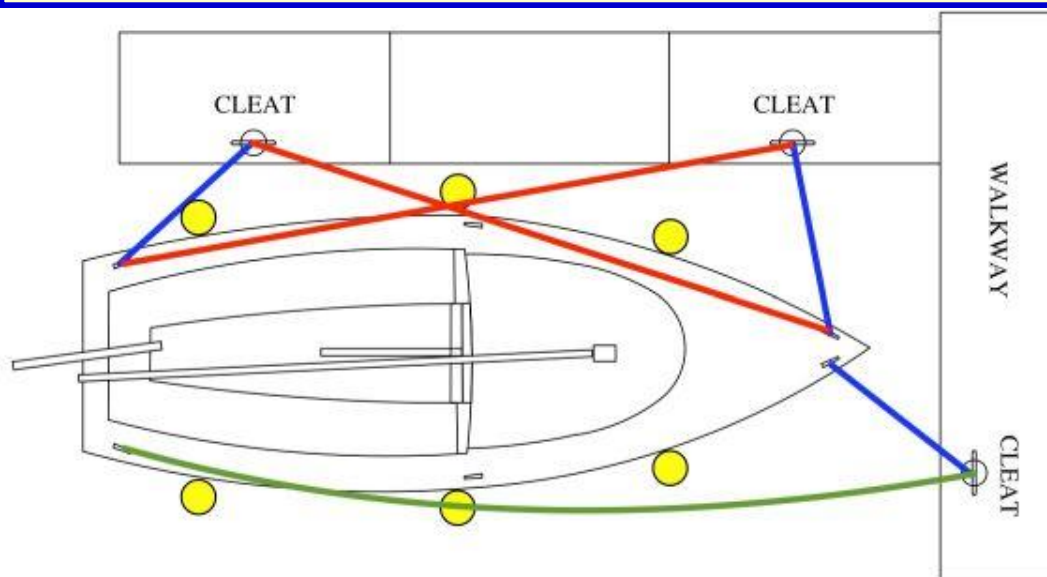
Now that we have selected appropriate rope, it's important to know how to tie up the boat. At the lake, we are very fortunate to have floating docks. Because they are floating, the dock is always the same relative height to our boats, allowing us to adjust our dock lines to hold the boat in position without worrying about tides. In a tidal marina, with docks and pilings fixed into the bottom, we would have to allow for height changes from dead low tide to high tides, and even storm surges.

Refer to the diagram of a typical sailboat tied in a Nockamixon slip (next page). Note that we have 3 different color lines: Blue "position" lines, red "spring" lines, and a green line, which is also a spring line, but I like to call it "the slime line," because it generally hangs down in the water and gets nice and slimy.

As you might guess, the blue lines along the finger pier mostly hold the boat from blowing away from the pier. The

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A Dock Line Primer (cont'd)



starboard blue line at the bow mostly holds the boat's bow from blowing into the finger pier. The red spring lines primarily hold the boat from moving forward and backwards in the slip. Looking at the blue lines on the bow of the boat, you can see that they do not hold the boat from moving forward, crashing into the main

walkway dock. The red spring lines prevent the boat moving forward and backwards, but don't prevent the bow and stern from moving into the dock. So, the red bow spring line, leading to the aft dock cleat, would prevent the boat from moving forward and into the walkway dock. Conversely, the red stern spring line, leading forward to the dock, prevents the boat from moving aft, out of the slip. Because of the positioning of the aft dock cleat, you can see that the blue stern line also prevents aft motion, but if that cleat were mounted at the very end of the pier, it would not have this effect. The final spring line, the green starboard line, would normally serve to prevent the boat from moving aft, but I've found that it isn't strictly necessary because of the red spring lines. Instead, the weight of the slime line seems to do a pretty good job of holding the boat off of the finger pier most of the time. When tying the boat up for the first time, I like to get the lines in position, somewhat snug, and then I will push the boat back, forward, and side to side, all to simulate a variety of wind directions. This makes sure that the boat can't crash into the dock or the neighbor's boat.

On the dock line diagram, you can also see yellow circles which represent good positions to hang fenders ("bumpers") off the boat, to protect the boat from the dock or the neighbor's boat. The most important are the two mounted each side at the widest point of the boat to protect the boat from the dock. Many people tie fenders to the lifelines. I don't recommend this, because if the fender becomes stuck between the dock and the boat, there is much more leverage to bend a stanchion. I prefer to tie the fender to the very base of a stanchion using a rolling hitch, <https://www.animatedknots.com/rolling-hitch-knot>. Because it's tied to the base, it can't lever against the stanchion and bend it easily. The other fenders are probably more important in the event you did break a dock line, because a properly secured boat can't turn the bow or stern far enough for the fenders to contact the dock.

Every skipper loves his or her boat and wants to keep them in good shape. Following these guidelines should ensure you won't get a dreaded call from the park.



Quartermaster Winter Work List

Craig Tourtellott

Work list is short but important. With the help of the park office, the Sunfish have been stored indoors this winter. The Maintenance Building near where the boats are stored had room for all six boats. With the help of four NSC members, and a few wooden boat supports, the boats were moved to their winter home.

It was time to do a little winter maintenance on the sails. Most needed new slides on the booms. The plastic sliders do take a beating. New out-haul lines were added on each rig, replacing the under-sized lines. Each sail has "NSC" added so our boats can be seen on the water. The last item on the to-do list was to replace the sail halyards. Looking online the standard size is 3/16 line at 25 feet. New Sta-Set line was ordered.

During our January Fleet Council meeting and after a few emails it was approved to purchase a new Sunfish boat dolly. Dave R found a low-cost design on the Walmart site. It was ordered and after some easy assembly appears to be fine as a Sunfish dolly. We now have two dollies and a light-weight trailer dolly for three of the six Sunfish boats. This winter the quad trailer will be updated with new storage boxes for the rudders and centerboards. All items will be removed from the shed to allow for club items.



The sheds will continue as storage for NSC items. The wagon for holding tents will be retired. A hand truck has been sourced (yard sale item on County Line Road for \$17 cash) to help truck the tents to the marina picnic area. The club is also purchasing a new large tent for ULDB picnic to be stored in a shed. All in all, our funds collected thru your membership helps the club keep our inventory current and in good shape. Did you send in your dues or renew using the online membership? It is easy and "thanks." Enjoy.



Park Liaison Volunteer Project

We volunteered to replace the failing plywood backs on life ring stations and install on the docks. We used aluminum stopsign stock.

Warren Mangan and Brian Scarborough



An Experiment in Remote Control Sailing

Ken Van Camp

What's a sailor to do in the winter when the boat's on the hard? I have my winter time fix-up projects (not to be confused with the "honeydew list" which is unrelated to sailing and is non-negotiable), but many have to be done on the boat and involve epoxy or similar substances that need reasonable temperatures to cure. My answer last year was to try my hand at building a remote control sailboat.

On a vacation several years ago I had built a 24" long self-sailing model sailboat from scratch out of balsa wood. With no remote controls but a self-tacking jib, it could sail indefinitely to windward but would never come back!

So I decided to retrofit my model sailboat with remote controls. The first step was to find a standard R/C controller and small servos and experiment. I decided to keep things simple with only 2 servos, one for the rudder and one for the sails. For those not familiar, a servo is an electric motor that can be turned with adequate precision for my purposes. Key features to look for in a servo include size, torque (measured in KG/cm), weight, price, number of turns, and whether it is waterproof (an important consideration in this case!).

Since I had no experience, I read many online reviews and beginner guides before I settled on a basic 2-channel remote control and a few small servos to experiment with. I also bought a servo tester which helped isolate problems. Next I wired up a small battery pack with 4 AA batteries which would provide the necessary 5-6 volts and plenty of power. Early experiments showed my servos had more than enough torque for either the sails or rudder.

The most critical design decision was how to drive the rudder and sails. I had seen pictures of boats with the servo mounted directly over the rudder shaft in a "direct drive" arrangement but this looked difficult to mount without sticking up high and getting caught on the mainsheet. I also preferred to hide my electronics in a small box in the center of the boat, which could be recessed to resemble a cabin. This arrangement allowed me some gearing options too.



My initial gear wheels were made of wood, but later replaced by plastic wheels custom made by my son on his 3D printer. The drive belt was a flat elastic fabric stretch ribbon chord (after a couple of generations of experimentation). A little sandpaper glued to the wheels keeps the ribbon chord from slipping.

The key to experimentation and prototyping is a flexible design that can be adjusted easily. My keel was initially slotted into a thin track where it could be slid forward or aft, and I also lengthened it twice to add stability. The ballast was bolted on and easily moved. I initially used 4 ounces of weights stolen from old pinocar derby kits the kids had long discarded, then later added 2 more ounces. The rudder had to be custom made and glued to its shaft, but easily removed. I wound up replacing it twice to get the right amount of control.

Sails were hand sewn from some spare material I had lying around. Thanks to Craig Tourtellott for sending me plans for sails from his RC sailboat.

An Experiment in Remote Control Sailing (cont'd)

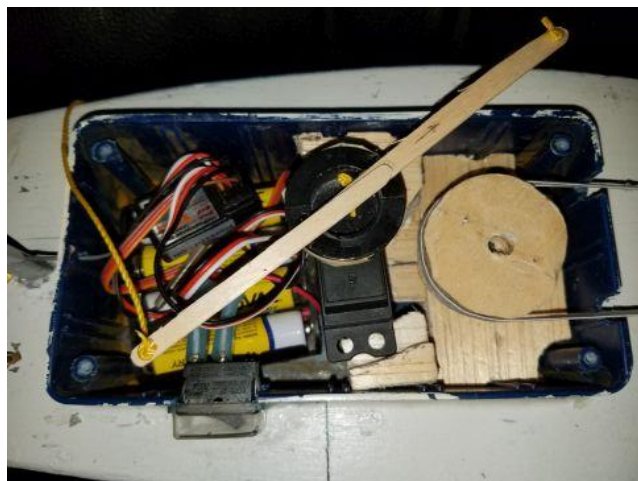
The sails were tricky to control. I originally designed a wheel based system in which the sheets looped around control wheels, with 2 different sized wheels for the mainsail and jib. My son built them on his 3D printer, but after several mistrials finding my sheets getting tangled, I opted for a simpler design with 2 sticks of different lengths (longer one for the mainsheet, shorter one for the jibsheet) glued atop the servo. I also had to replace the original sail control servo with one that had greater angular range (1.5 turns).

Finally, the original balsa hull was rough due to the large pores in the balsa wood. I found that by applying a coat of paint and then sanding again, the pores were filled in by the paint and made for a much smoother bottom.

While nearby ponds were frozen, I did small scale sea trials in the bathtub. Once partially thawed, I used a nearby pond for most of my tests. The ducks were not too happy about this! I found it useful to fasten a wire loop to the top of the mast and to bring a long telescoping pole (swimming pool skimmer) to retrieve the boat when it refused to come back, or got stuck in the weeds.

So far, *My Blue Heron* is capable of sailing (and returning) in light winds, but will easily knock down in a strong gust. I put all the electronics in a small project box I had from a previous project. There are a couple of holes in the back for the rudder drive belt, and a couple of round holes in the top where the servo shafts extend out, but it does a good job of protecting the electronics from splashes. The deck is sloped slightly away from the centerline to drain quickly, and even in a knockdown the electronics have never gotten wet. The electronic controls are quite reliable and the R/C controller has never gone out of range. Overall I've been satisfied with the results.

What's next? More ballast would help. I can't react quickly enough to luff the sails in a puff, but I might just need more practice. For my next boat, I'd like to try building a real scale



Control box with battery pack, receiver, and 2 servos



design, like the US12 America's Cup 12-meter design (racing class is 46" long). I would also like to experiment with multi-hulls and foils. The beauty of small scale modeling is I can afford to try things out that I can't do on my real boat!

Specs of *My Blue Heron*:

Length: 24", Beam: 5 1/2", Draft: 6"

Displacement: 1 lb. 13 oz.

Sail Area: Main 84 sq. in., Jib 48 sq. in.

Renew Your Membership!

Judy Morrison

This has been a great year for membership! We've continued to have record high numbers of members, and this is great news! We hope to have you back in 2020 as well. It is now time to renew your memberships, if you haven't done so. As with last year, we are continuing to offer 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. Please note that the Fleet Council has voted to increase our dues this year. Costs will now be \$120 for racing members, and \$60 for cruising members. Part of the reason behind the increase is that we haven't increased our dues in over 15 years, and there are some costs that need to be covered, including updating our website. We hope that you will continue to find that the club is still very reasonable, and that you will all continue to renew your memberships.

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

1. Go to <https://nockamixonsailclub.org>
2. Click the "Join us" tab at the top.
3. Scroll Down and click "On-line application" Direct link:
<https://nockamixonsailclub.org/content/NSC-2020-online-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, you can log in and pay using your Paypal account

**If you do NOT have a Paypal 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 2020 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 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, 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.

If you have any questions or concerns, please feel free to contact NSC Membership Secretary Judy Morrison at jmorrisonpt@verizon.net.



Nockamixon Sail Club

Logo

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Show Your NSC Colors!

Caps...Navy or White - *Burgee on Front*
and "*Nockamixon Sail Club*" embroidered arched around back opening
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Unisex Dri-Mesh Long Sleeve Tee in White - *embroidered logo on left chest*
For more on pricing, see the NSC website



For ordering or with any questions?

Contact Bill Clark

610-928-1374

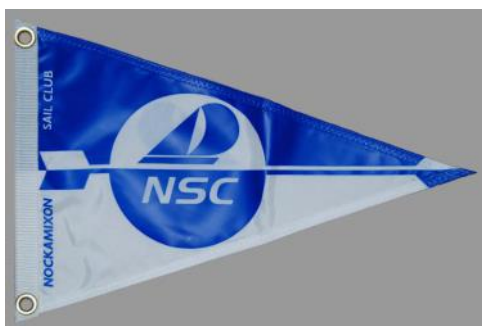
billclark@prodigy.net



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

Club Hats, Patches, Burgees and Water Bottles are
available "in stock" and for sale at Club events and/or
contact Bill Clark.

Also, see the NSC website for these items.



NSC Burgee
\$24 for 12"x18"



NSC Patches—3"W by 2"H,
Add one to your hat, shirt or jacket
\$2.00 ea. or 6 for \$10.00



Left: Sailing around the ice on a perfect day just before Christmas. Plenty of nice days to sail during the winter!

Right: Beautiful winter day busting ice for a quick dunk this past sunday. The ice was about 3-4" thick at Lake Wallenpapack.

Photos by Dave Radeschi



Oops! Another great reason to join the Nockamixon Sail Club facebook group. Marsha Cooper found out about the tarp blowing off her O'day 222 after high winds in January, when a concerned fellow NSC member posted this picture. This has worked well in the slips, and for other alerts at the lake. Be sure to contact our membership secretary or any other fleet council member to get on the facebook group if you haven't already joined.