



THE COMPASS



www.nockamixonsailclub.org

NSailClub@AOL.com

Volume 39, Issue 2

May 2013

THE NEWSLETTER OF
THE NOCKAMIXON
SAIL CLUB

2013 NSC Spring Warm-Up Pictures - Diane Paxton

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

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Com Pac: Ralph Erickson
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COMMODORE'S CORNER - by Craig Tourtellott

Sailing Season at Lake Nockamixon with the Nockamixon Sail Club

As Commodore, we have worked with the council members to complete our winter council meetings. The meetings kept to a two-hour agenda covering all of the needed reports, 2013 event calendar, new policy on the Sunfish boat program and other topics.



Christen Rex, our Vice Commodore, organized her first social, the Annual Spring Warm-Up in Quakertown. Christen is up next with our huge event at the lake - ULDB race and picnic. I think the pig is safe this year. Check out the articles on this year's June event. The Rear Commodores, Bill Pfanstiel and Gary Bonner, are off and running with cruising and racing events. As

said before, if you need to sail in an event, we have one just for you this year. So what can we do next? I had a member of the club ask a question discussed before - should the NSC consider owning property?

The club does not have a clubhouse or property to help members with boat storage, etc. Is this a possibility or a vision going forward? Past councils have considered this vision. Two properties in mind are at the top of hill leaving the marina. If you have any thoughts or concerns bring it on at the ULDB.

Over the years, we have offered sailing lessons to many sailors. Some classes back in the 80's had thirty or more students. A past Commodore, Vince Wright, came to NSC through our program. Now in 2013 we have reached another milestone - we have six Sunfish boats for 'hire.' With the help of the park, we obtained six used Sunfish boats. They were restored last fall and sailed a few times before winter set in for 2012. A policy has been approved and posted on our website. If you have an interest in borrowing a boat, along with a guest or not, take one out for a sail. The boats are a grand tool in helping our family members learn to sail. Bill F has one program reserving the boats for members use. An invitational regatta is a perfect event for members to try sailing a popular One Design boat against others. Maybe the Portsmouth 'Big Boat skippers' can trade down closer to the water at an event.

Read on about NSC and what is happening at our club on Lake Nockamixon, in Eastern Pennsylvania. See you at the ULDB in June!

NOCKAMIXON SAIL CLUB

Annual ULDB Regatta and Picnic

Saturday - June 22, 2013

A *Gl* *bal Celebration!*

“From Where Do You Hail and Sail?”

This year we pause to celebrate our members' heritage and ancestry with a global-themed event. This year NSC has an exchange student from Germany, so let's have our flags fly! When you RSVP, please feel free to share your background and/or where you've sailed throughout the world.

Bring your country's flag! Share your “sail tales” of adventure and exploration! Wear your “Kiss Me, I'm Irish” t-shirt! Break out your lederhosen and kilts! Bring your favorite dish that represents your family's country and region!



Organized by our
Vice-Commodore
Christen Rex



ULDB SCHEDULE OF EVENTS

8:30 a.m.	Picnic Tent Set-Up (Volunteers Needed)
10:00 a.m.	Regatta Registration
11:00 a.m.	Cruising Fleet Start
11:15 a.m.	Race Start



1:00 p.m.	Picnic (Blooming Glen Catering)
Menu:	Hot Dogs, Bratwurst w/ Sautéed Onions, Mild & Hot Italian Sausage w/ Onion & Peppers, Pulled Pork BBQ, Pulled Chicken BBQ, German Potato Salad, Carolina Vinegar Slaw w/ Bacon, Vegetable Wild Rice, Marinated & Roasted Vegetables, Rolls

Please bring a side dish or dessert to share

NSC Members: \$ FREE

Non-Member Cost: \$25.00 (*Per Family or Boat*)

Action Required Now: RSVP by Friday, June 7th

(Please include your Skipper's Name; Racing or Cruising Fleet; Boat Make/Model/Length)

regisgreen@hotmail.com

Sail and Learn Classes, Learning How to be a Better Sailor - by Bill Pfanstiel, Rear Commodore of Cruising

Since joining the Nockamixon Sail Club I have had the privilege to be able to attend many sailing seminars that are presented by the club. We call these classes Sail and Learns. Throughout each sailing season the club presents a variety of sailing related topics. Each topic is presented by a member of the sail club. These classes are held in several different locations, such as the Environmental Education Center, the rigging lot as well as on the water. The Sail and Learns have become a popular source of information and are well attended.

As of this writing we have held two Sail and Learns. The first was a PowerPoint presentation Sail Controls, by Captain Mike Brown, who runs both the Nockamixon Sailing School and the Delmarva Sailing School. Mike always gives a great presentation. This year in addition to his talk, he told us about his sailing trip from St. Thomas, US Virgin islands to Rock Hall, Maryland. Not always smooth sailing, but still great adventure. Our second class was on the VHF Radio, given by yours truly. The VHF is an important tool that few people know how to use properly.

We have 5 more Sail and Learns scheduled over the course of the summer. Our next class will be and Introduction to Sailboat Racing and will be given by Dan Reasoner. This is an opportunity to learn what sail boat racing is all about and how you can be involved in this great sport. The next class will be on the Rules of the Road, and cover how to sail safely on Lake Nockamixon as well as other bodies of water. This class will be presented by Captain Bill Pfanstiel. Dan Reasoner will be giving a class on Sail Trim on June 15 in the rigging lot. Using a racing sail boat he will be demonstrating how to get most out of

your sails. A good thing to know if you want to be the first person to the after race BBQ. Brian Scarborough will be giving a demonstration on what to do if your small boat capsizes. Brian presented this for the first time last year. It was very well received. This is a hands on event in which participants are invited to bring their own boats to try righting them after a capsize. This is for smaller dinghy type sail boats and not our larger cruisers, although their owners are still welcome to attend. Rounding out this year's series will be our own Commodore Craig Toutellott demonstrating how to sail with a Spinnaker. He will take the mystery out of how to use this beautiful and powerful sail.

All these classes and much more can be found on the Cruising Calendar which is posted on the Nockamixon Sail Club website.



Sail and Learn Classes, Learning How to be a Better Sailor - by Bill Pfanstiel, Rear Commodore of Cruising

I would like to take a moment to congratulate Charlie and Lenette Wilde for receiving this Year's Catalina 22 Fleet trophy. They along with their boat "Happy Daze" will be included on this perpetual trophy. The award was presented by Laurine Valenti our Catalina Fleet Captain. When you see Charlie and Lenette be sure to congratulate them.

Charles says he's been sailing Happy Daze on Lake Nockamixon since 1985 [thirty eight years. . .wow!]. Previously he sailed a Newport at Lakes Wallenpaupack and at Nockamixon since 1979.

Charlie was totally thrilled with the recognition he/we received from the Catalina 22 Club. It was so unexpected and such a grand way to end the "sailing era" as he handed the tiller over to the Sue and Chris Loomis. And about his service to our country. . .Charlie served in both WWII and in the Korean Conflict.



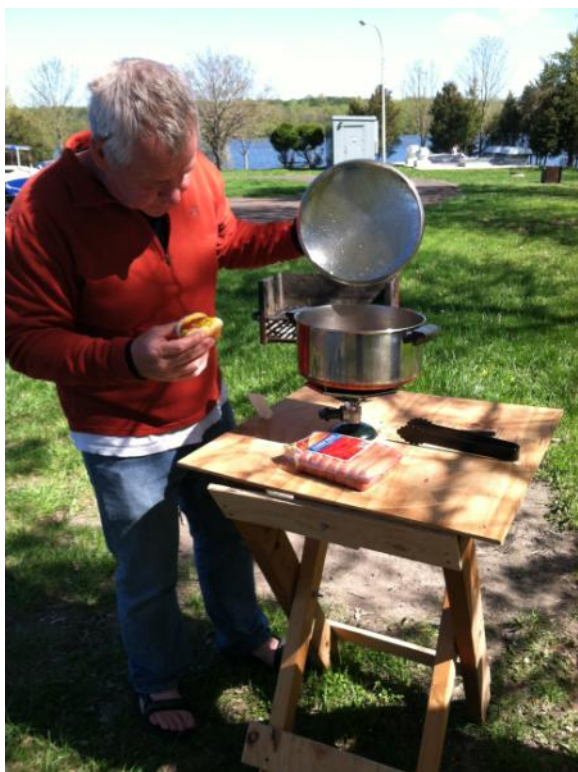
I also want to encourage members to come on out to this year's ULDB regatta and Picnic. This year's theme is based on International foods. Our Vice Commodore Christen Rex is going all out to make this a great time. So come on out June 22nd and enjoy some great racing and great food.

Marsha!

Many many thanks to Marsha Cooper! Who has been our NSC Treasurer for the last several years. Marsha professionally organized our \$book\$ and meticulously insured we kept our finances in order. Marsha is transitioning the Treasure's position over to Tom Smith.



Thistle Fleet #176




"Yes, the Hot Dog Stand will be working this weekend!" are the words from Craig Smith, indicating that the get together time on shore after NSC race days are going to be a little more sociable, (if Craig is sailing at the lake on that day). Craig has been bringing his cleverly made hot dog cooker stand up to the lake, and the Thistle Fleet has been providing hot dogs for all NSC Sailors. Once Peyton Ankers helped fine-tune the recipe, we have been able to feed the hungry sailors quite quickly. As always, it would be good for everyone else to bring along a snack, munchies and beverages to share, making our sailboat racing story telling a little more enjoyable.

We are happy to see new fleet member Jarrett Scherrer sailing Thistle #2965 on the water a number of times, and is quickly getting a feel for the boat, taking 3rd place in the Victor Janczun Regatta.


As in other sailing seasons, Thistlers have been quite active sailing locally and at away regattas. At the Lake Hopatcong, NJ event a few weeks ago. Dan Reasoner and Craig Smith both finished in the middle of the 15 boat fleet. On the first day of the regatta, there was just a breath of wind for the two races, then on Sunday the wind picked-up, with a foggy drizzle making the final three races a little more exciting. The Thistle Districts will be held at Nyack Boat Club sailing on the Hudson River. The Atlantic Coast Championships will be a 45 boat regatta in Barnegat Bay. Finally, the Thistle Nationals will be held at Sandusky, OH sailing on Lake Erie with close to a 80 boat fleet.. Then bring on the Thistle East Coast Fall Series.

By the way, if you have wondered where the Thistle Crew University video went check-out this link: www.ThistleCrewU.com



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Buying a “Big Girl” Boat, One Couple’s Experience - by John Martis

Over the last 4+ years Sharon and I have been planning on adopting the “cruising lifestyle” when we retire. For us, the “cruising lifestyle” means maintaining our land base but moving full time into a sailboat for extended periods; and heading off to – wherever. To make that plan a reality we have been on several charters, taken a cadre of ASA classes (thank you Nockamixon Sailing School), learned a lot from our friends at the NSC, and rented a lot of boats from Nelson Sailing Center to try to understand what we wanted in a larger boat. We bought and sailed a ComPac 19 – which has moved to Tennessee with her new owner - and currently have a Precision 23. We also spent a bit of time on the internet (well maybe more than a bit) researching what others have learned. We talked to a lot of our friends that have made the move and..... we developed a list.

While still several years out; we continued to watch the internet and one day came across a boat that had a lot of the characteristics we had on our list (solar power, lots of water, upgraded rigging, low engine hours, and a good fuel supply). While it was a little older (1991) she had been extremely well maintained and really captured our imagination. The only problem was she was in Punta Gorda, Florida.

Fast forward summary: liked boat, negotiated for boat, came to agreement on the boat, arranged for boat survey, flew to Florida to see the boat for the first time (yes – that’s really the order), sailed the boat – liked it a LOT, got the survey, couldn’t come to terms on the boat based on some of the things we wanted from the survey, got ready to walk away. Not a happy place to be.

We both really liked the boat – and realized that could be a problem. So we set a hard number on the price and agreed to stick to it. Sitting in a bar in the Punta Gorda Airport waiting for our flight – literally \$200 apart from the seller and an hour from boarding - but sticking to our number - when the broker stepped in and bridged the deal. Bought the boat.

Ok – got a boat in FL – now what? Original plan was to have it trucked up. There are some very good companies that do that and we were evaluating that course. The other alternative was to sail her north; and we decided on that path after discussing it with a couple who are also ASA instructors with a lot of blue water experience, and arranging for them to help us make the journey.

Based on history, they told us it would take 2 days to provision the boat and about 2-3 weeks to get it to Rock Hall, Md. I couldn’t understand how it could take two days to provision a boat; but we cashed in all of our vacation time and some frequent flyer miles, signed up for the journey, and headed back to Florida.

Sharon doing some pre-departure maintenance



Experience is a great thing to have on your side and it did take two full days, and a little more, to outfit “Sasha” for 20 days at sea. We set off on March 29th and spent our first day and a half underway, on watches, sailing all night. Dolphin escort and great weather made for a terrific start and the west coast of Florida is highly recommended for sailing. Around 11:00 am the second day, while under motor, one of the watch inspections showed some increase in water of the bilge and the engine inspection showed leakage from just below the water siphon to the engine. Water was leaking from that point into the bilge. Good catches all around. Found a spot, dropped the hook, made a field repair with spares on board and off we go.

Spent a night on the hook and on our second over-nighter under way – again on watches and as we pulled into Harbor Town Marina – we passed an all-black boat with no lights on; at a distance of about 200 yds. (did I mention our radar had kicked out); at 04:00 in the morning. Suddenly they were on the move and then blue lights were flashing. It was the USCG on a safety inspection. Yup at 04:00!! They were very professional, very courteous, and very thorough. Want to appreciate the USCG? – listen to channel 16 for 17 days at sea – these folks deal with a lot of stuff and if you spend any time on the ocean you know we owe them a LOT. We passed the inspection and headed into the harbor.



Sasha in her new home at Sailing Emporium

We ended up completing the passage in 17 days.

Went aground a few times, had some minor fresh water flooding in the main cabin, and had a diesel leak but learned a lot and made it home safely.

Some lessons for those of you that are thinking about a similar passage:

- If you can't stay in the Atlantic and have to go through the ICW – it's a longer trip. A good bit of it is 'driving in the ditch' – long straight channels under motor. Yawn.
- Stuff will break.
- The ICW isn't all that well marked in spots and is shoally. You will go aground. Period.
- We didn't go ashore much and it's tough to spend 3 weeks in a 39' space with another couple.
- Sailing all night is better than I imagined, particularly open ocean – and I imagined it to be pretty good.
- ASA instruction pays off and all comes together. The weather plays a huge part in the planning process. Watching the fronts moving and realizing what that will do to the wind direction (can you actually sail the course you want?); and how that could play off the current and what that means to wave condition all become very real. Also being able to take a running fix and doing dead reckoning chart keeping helps when you run off the chip of your charting system over night (yup – did that).
- If you ever get a chance to do it – DO IT.

Plenty more to share – will be happy to do so over a cup of coffee someplace on some water – probably won't be able to get us to shut up.

See you on the water. (Somewhere)

John

My First Time in a Thistle - by Sam Mandell (age15)

On Saturday May 4th I was given the opportunity to skipper a Thistle for the first time. My crew was my dad (Mike Mandell) and Nina Hinrichsen, a German foreign exchange student who has recently joined NSC. My dad and I had already been discussing the idea of switching boats with a Thistle sailor some time just so we could have that experience. Then at the lake on the weekend April 22nd we were admiring Craig Smith's beautiful wooden Thistle when he offered, no, insisted that we borrow his boat for the next race day. We agreed and went about making plans for it to happen. Craig's boat has an all wooden hull and had just been restored by Craig himself. It is hull number 720 and was built in the 1950's and even for its old age the boat could not have been in better condition.

We arrived at Lake Nockamixon the next Saturday not knowing what to expect when we sailed the Thistle. I had never sailed one before, my dad hadn't in thirty years, and since they don't have thistles in Germany, Nina had never sailed one either. When we pulled up Craig already had the mast set up and the boat was mostly rigged except for the sails. One of the first things I noticed about the Thistle is that it has a lot more control lines than a Flying Scot and some of them confused me because I had never seen them before. As I helped Craig put the sails on the boat he explained to me what each one of the lines controlled. He also told me that Thistles sail a lot like Lasers. I was glad to hear that because I have some experience sailing Lasers at the Jersey Shore. While Craig was explaining what some of the control lines did and giving me tips on how to sail the boat well, Paul Prozillo came over and warned us that even though the Thistle is a lot more tippy than the Flying Scot, do not worry unless water is coming in over the rail!

So that we could have more practice sailing the boat we decided to start sailing before the skippers meeting. Craig was able to tell us that the races that day would follow standard Lake Nockamixon procedures so it was ok that we missed it. As soon as I stepped onto the boat I realized how much more tippy the Thistle is compared to the Flying Scot. For those who have only sailed one of the two the difference is very big. When putting the sails up I got a little confused because the way you hoist the sail on the Thistle is very different from the methods we use on the Flying Scot. Craig was able to walk me through it and we were soon ready to go.

My dad wanted to sail the Thistle around for a little bit because he had never driven one before. When we first got out on the water there wasn't a whole lot of wind, but even with the light breeze the Thistle moved through the water a lot easier than a Flying Scot. We tried putting up the spinnaker and I found that it was almost identical to the Flying Scot in how everything was set up. The only difference I noticed was that instead of guy hooks that are used on the Flying Scot, Craig's Thistle uses twings to hold the spinnaker guy down. I found that it was a little bit easier to use the twings only because I didn't have to reach out and grab the guy and put it in the hook.



After sailing around for a while, my dad and I switched places and I started to drive the Thistle for the first time. Almost right away I realized what Craig had meant when he said it sailed just like a Laser. For those that have sailed Lasers, you are able to use the mainsheet, rudder, and your body weight to control a Thistle just like you would a Laser. We sailed around for a while getting used to the boat. At first our tacks were not pretty because my dad and Nina were trying to figure out the best and fastest way to get across the boat. After a while we started to get used to it and were able to do them pretty cleanly. I asked them if they were ready to put the spinnaker up and they said yes. Since Nina had never set up the spinnaker on any boat, my dad and I talked her through it and she figured it out very quickly. My dad controlled the sheets for the spinnaker and he said it was very similar to flying one on a Flying Scot.

The other boats started to sail out and we knew that the races would start soon. We got everything gathered together and got into racing mode. The start of the first race was a little hectic for me because we got a little tangled up with Paul when he was over early and had to go back to the starting line. That wasn't what put us behind in that race though. I decided to tack early and go to the right side of the course because there had been better wind there earlier. Unfortunately that wind died and the boats that went to the left side of the course got a different wind before we did and it put them way ahead of us. We still finished the race in the middle of the fleet and were pleased with our ability to do even that!



In the second race we were able to have a better start and be in the front pack of the fleet. It was very close for the whole race between fellow Thistle sailors Dan Reasoner (actually Marlene was steering Dan's boat) and Paul Prozillo, Randy Blough in a Flying Scot, and us. On the last downwind leg we were able to gain some distance ahead of Paul and Dan and we rounded the mark right behind Randy. Right at the finish I was able to tack in front and cross the finish line before Randy and get the horn for that race.

For the start of the third race I was able to be at the line as the wind got lighter and, by some good luck I was able to cross the line all tuned up and moving fast just as the horn went off. After completing the first two laps we had gained a pretty good lead on all of the other boats in the fleet. We were able to finish way ahead of everyone else and get first overall for that race. We were very happy and surprised with our performance and "high fives" went all around the boat. Also Craig could be seen dancing for joy on the RC boat.

After racing when we returned to the rigging lot we started getting the boat packed up. Since Craig was able to leave it in the summer parking spot we didn't have to de-rig it that much. All we really had to do was take the sails off and roll them up. While we were packing up the boat a lot of people came over and congratulated us on how well of a job we had done sailing the boat. We were able to score third place overall with our corrected time. For it being my first time ever in a Thistle I consider that a huge success. Also my crew did a phenomenal job during the races. We had each learned a lot and had a lot of fun.

Afterwards, while we were standing around eating hotdogs Craig gave me feedback on how I had done sailing the Thistle. The main thing that I remember him telling me was that I tacked a little fast and that I should slow down a little bit. Also he said that I found the perfect amount of heel for that boat although I didn't even notice it was that different from the heel in the Flying Scots. I also told him that I loved how the Thistle would just accelerate in the puffs and wouldn't heel too much as long as we all hiked very hard. The conditions on that day were perfect for the boat with our experience level and all in all my crew and I had a great time sailing the Thistle and hope to do it again one day.

Welcome New Members to the Nockamixon Sail Club

Ken Withers	Crew
Stefanie Schoomer	Crew
Bruce & Katrina Idleman	GP-14, 11704
Richard & Darlene Sahlender	Compac 16, 2608
Nina Hinrichsen	Crew
Doug & Gretchen Swart	O'Day 19, 520
Quinn & Laura Schwenker	Thistle
Erik & Abby Galardi	Sovereign 18, Waite for Me
Jarrett Scherrer	Thistle, 2965
Robert & Mollie Greene	Skipper20, Grumpy Mermaid
Brian Lynch & Rebecca Laudenberg	ComPac SunCat, Correction
John & Rosalind Sachaczinski	Spindrift 22, 194
Mitch & Anna Shiles	Flying Scot, 5964
David & Nancy Keim Comley	Capri 22, 1231
Rick & Pat Myers	Precision 23, Freedom Breeze
Jim & Virginia Thompson	Flying Scot & Catalina 22, Sovereign 23
Martin & Margaret Oczki	Tanzer 22, Dulcinea
Mark & Christine Nevill	Flying Scot, 5434
Chris & Sue Loomis	Catalina 22, Happy Daze
Jason Menegakis & Nancy Pace	Flying Scot



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NOCKAMIXON SAIL CLUB

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MEMBERSHIP APPLICATION 2013

Contact Information

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

Your contact information will be included in a Directory for use by Club members. No officer or member of the Club may use this information for any purpose other than legitimate social or Club-related communication. By signing below, you agree to be bound by this policy.

Membership Level

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

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

NSC Capital Fund

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

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

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

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

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

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

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

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

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

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

Check# _____, Date _____, Amt _____



Nockamixon Sail Club

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Any Questions? Contact Dan Reasoner
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Order Form and Sizing Chart available on <http://www.nockamixonsailclub.org>

Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are
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contact Dan Reasoner or Glenn Wesley.
Also, see the NSC website for these items.



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



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NSC Patches—3"W by 2"H,
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\$2.00 ea. or 6 for \$10.00

