

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org



NSailClub@AOL.com

Volume 40, Issue 2

May 2014

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

Spring at the Lake — Finally!

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Mark your calendar

ULDB June 28!



Details page 6

Photos from the April 12 FrostBite Race by Glenn Wesley

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Portsmouth: Albrecht Schall
Thistle: Dan Reasoner

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Commodore's Corner

Greg Morrison

Recently Warren Mangan and I had a very friendly and productive meeting with the park manager and his assistant. Over the years our club has worked hard to maintain excellent relations with the park and it is one of our priorities to maintain this trend. I am also very thankful that the park management is so supportive of our activities, because without this support our activities could become rather limited. One area that deserves our attention is volunteer hours. In past years we have supported one or more park projects and we need to keep doing this. As opportunities arise Warren and I will share with the club and I encourage everyone to help when and where they can.

Our meeting prompted me to think a little more deeply about the park itself, how we use it, and how it is managed for all to enjoy. I was amazed the sheer number and variety of park users. The assistant manager said her spreadsheet of scheduled activities (I assume those requiring a permit) is pages and pages long, from our sailboat races to weddings at the Tohickon area and everything in between. One might think that all of these folks with different objectives moving in close proximity would result in the occasional conflict but in my experience this rarely occurs. Perhaps it is by working closely with the park that everyone is able to share this resource in a harmonious manner.

Finally, I think it of some importance that we as NSC continue to set the best possible example for all park users. I emphasize "continue" because I know our members already do this. As the park continues to see more and more usage and the chance of folks "bumping into each other" increases I want our club to be known for acting with courtesy and consideration in all situations. Not only is this simply the right thing to do, it will help ensure good relations with park management and maintain our positive reputation among all user groups.



Rear Commodore of Racing Report

Gary Bonner

The gun has sounded, and the 2014 racing season is well underway. We've turned the first mark, and the spring frostbite season and first invitational regatta are already behind us. If you haven't been out yet, you've missed some beautiful weather and great sailing. But, there's plenty more to come! We have a full schedule, with racing almost every weekend through mid-October. You can find the remainder of this year's schedule here: http://www.nockamixonsailclub.org/upcoming_racing2

Not a racer, but interested in giving it a try and not sure how? There's loads of information available on the Internet, and the NSC website is a good place to start. Here are a couple of pages to check out:

<http://www.nockamixonsailclub.org/content/racing-nockamixon-sail-club>

<http://www.nockamixonsailclub.org/content/getting-started-sailboat-racing>

A more up-close and personal introduction to racing would be to help out on the race committee boat, where extra hands are often needed. You get a front row seat to all the action and can discuss things, as they happen, with experienced racers. To get in touch with the assigned RC crew, check out the website: <http://www.nockamixonsailclub.org/upcoming-rc>, or contact the race committee coordinator, Randy Blough, at bloughdr@gmail.com.

For a hands-on introduction to racing, try crewing on a racing boat. Racers often need someone to fill in for unavailable regular crew, or additional crew to help balance the boat for conditions. Send an email out on NSCPA (Yahoo groups) to let skippers know you're interested and available.

Lastly, get an experienced skipper to crew for you on your boat. He or she will give you pointers on strategy, tactics, sail trim as they apply to your boat. Again, put the word out on NSCPA.



**LEUKEMIA
CUP REGATTA**


Coming to Lake Nockamixon this summer:

The Leukemia Cup Regatta

August 16


<http://www.leukemicup.org/>

To get started, just click "Register", find the NSC event and sign-up!



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Cruiser's Corner: Has the Season Started Yet?

Brian Scarborough, Rear Commodore of Cruising

I don't know about the rest of you, but this surely has been a late season. I remember 3 years ago or so. It was a mild winter (remember those?) when my good friend Ron and I started our bicycle riding season early, and we were able to ride throughout March.

Last season, I was hoping for more of the same. And, there was a weekend early in March with some sunshine and 50° temperatures. I trooped on down to the lake, and untarped my boat – just in time to have it snow once a week for the next three weeks. Sure, it was less than an inch each time, but if I had known, I wouldn't have untarped so soon. But this year, the boat just stayed tarped. What was the point, surely I wasn't going to get much work done on it. Even our committee boat and chase boats were still stuck behind a big mound of plow tailings at Paul Prozillo's company.

Finally, I have untarped. I have moved the boat to my friend's place for: Work! Projects! Not enough time! All through April, I toiled whenever I could. I lingered with my Christmas part-time job, just for the fun of it, but it was no longer any fun when they would "steal" a whole day of boat work from me, usually Sundays. But now, the cabin windows are replaced. (Who knew they leaked because of small spider cracks underneath the sealant?) The sides are buffed. (I was kinda hoping last season's buffing would last a wee bit longer.) And the bottom is freshly painted with 2 coats of fancy, more expensive stuff. (Here's hoping for less brown slime.) And to top off everything, late Saturday afternoon, without any drama at all, the boat slipped right off the trailer and cozied up to the launch dock.

Randy Blough gave me a hard time. He said, in his experience, boats that aren't polished and painted still float just fine. Well, I'm happy to say he saw my boat before launch, and he thought she looked very nice. That right there was worth all the hard work. Happily, she still floated even all polished up!

But even though the boat is launched, and she's tied up in her slip, it still doesn't feel like the season has started. For one thing, after about a short 15 minute motor cruise, the clouds told me to go in. I had just barely enough time to set all the dock lines before the rain. There was no time to bend on sails. Even though I came back that night to sleep on the boat, the following Sunday morning dawned cold, cloudy, and finally with light rains. It rained and stayed cloudy until I got home – home just in time for the sun to come out, and the wind to come up. Still, it's fine she's not a true sailboat yet, with no sails bent. Turns out I had one more project that I forgot about: sewing new telltales onto the mainsail leech! I know I have those telltales around here somewhere. I know I bought them at last Fall's boat show...

I hope the rest of you have come out of hibernation after this brutal, cold, and snowy winter. I hope you've been able to tick off your spring commissioning project to-do lists. Because our Nockamixon Sail Club season has started. I've seen the racers out there. And I recognize a few cruising member boats in the marina. We have tried to have some Sail and Learn classes, but I think some of you may yet be hibernating, or at least still working on your boats. Our true cruising events get started on May 10th, with our first Full Moon Raft-up of the season. Don't forget to check the calendar on the club website frequently, so you don't miss out. <http://nockamixonsailclub.org/date-browser>

We'll be having more Sail and Learn classes, more Raft-ups, and some other very fun events this season. The Coves Poker Rally is a great way to see the lake and achieve goals without the pressures of racing. We also have three excellent race events that are perfect for our cruising fleet: the ULDB Race, which stands for Up the Lake Down and Back, the Leukemia Cup benefit race (have you registered yet?) and the Ladies' Dam and Drag Race. This year we will be opening up the Ladies' Dam race to male skippers – but there's a big catch: If a man is going to skipper in this race, he needs to be in drag! And any male crew on that boat will have to be in drag too! As in the past, ladies who skipper a boat can have male crew, and I guess they won't have to be in drag. We'll see, that doesn't sound like much fun. Also, keep your eyes out for a new event this year, the Sunfish Fun Day and Picnic. We'll drag all our Sunfish sailboats down to Tohickon Access with the committee boats, and set up a grill with burgers and dogs. That's going to be a fun day for sure.

Even though I don't really believe it yet myself, I think that Winter has finally ended, and Spring has truly sprung. With a boat in the water, I guess my season has begun! As always, if you have questions or need help, let me know, and we'll figure something out for you!

Flying Scot Regional Events: Lots to Do in 2014!

Phil Scheetz

2014 is a great year to be a Flying Scot Sailor in our region. Fleet 163 has been holding Crew U Seminars focused on improving our skills in the boat.

The Flying Scot class has three sanctioned events that are relatively close in 2014. I have made a promise that I would put masts up and down for any boats that want to travel to regattas.

There are also regional events that are more low key and friendly, from the Full Moon Regatta at Monmouth Boat Club, to the Sandy Douglass, at Deep Creek.

The North American Championship is at Toms River from July 19-25. Fleet 163 has been recognizing the winners from the fleet for each day, out of the fleet members attending. The day prize is a Yellow Jersey, like the Tour de France.

In addition to the rewards, these events are great for building skills, as the leaders give a clinic, often around a keg, detailing what strategy they used that day. Nothing quite like hearing a Rolex Yachtsman of the Year tell you how to improve your sailing, with a cold beer, after a day on the water.

The FS Wife Husband is a really fun event, with all Husband and Wife crews. This event is definitely more relaxed than the NAC. This year it's at the Sayville YC on Long Island, August 23 and 24.

The Atlantic Coast Championships is at Fishing Bay Yacht Club in Deltaville, VA. This club shows great southern hospitality and there's always good sailing. It's about a five hour ride from the Lake, but this is a really fun venue and the club always does a good job. The event is September 21 and 22.

On October 10 and 11, the Greater NY District championships is at Monmouth Boat Club in Red Bank, NJ. Monmouth also has a Full Moon Regatta, which is a one day regatta on June 7th. MBC provides a free entry for any boats that have never raced the Full Moon before. Again, if I take down your mast, and Monmouth is offering free entry, how can you go wrong?

Let's travel and sail together in 2014!



Phil Scheetz and Len Evelev at 2011 NAC. Photo by Photoboat



Join the Celebration at the NSC Annual ULDB Regatta and Picnic

Saturday June 28, 2014

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/ Sauteed Onions ◇ Mild & Hot Italian Sausage w/ Onion & Peppers ◇ Pulled Pork BBQ ◇ Pulled Chicken BBQ ◇ 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 person

RSVP by Saturday, June 7th

(Please include your skipper's name and boat make/model/length.)

regisgreen@outlook.com

Thistle Fleet #176 Report

Dan Reasoner

The Nockamixon Sail Club's Thistle Fleet #176 seems to be leisurely getting-up to speed this year. It appears the Thistle fleet members (like most Club members) were having a trouble coming-out of hibernation after this winter's bitter cold. On the first NSC Frostbite racing day, only one Thistle skipper, Dan Reasoner, made it to the starting line... and he could not get crew to join him (see picture). Indeed, it was a lonely day on the water. In the second race, "the crew" insisted Mark-B was the weather mark and not Mark-C, thus a little detour was taken. On the other hand, a couple of Thistle skippers Craig Smith and Brian Snyder were suitably manning the Race Committee Boat on what turned out to be a very nice race day.



Dan Reasoner Solo Sailing

On the Second Frostbite Series Day, there was nobody racing at the lake due to the lack of everyone's interest! Although maybe it also had something to do with it being Easter weekend with people traveling and off in different directions.

On the third Frostbite series day, three Thistles made it to the starting line on another nice Lake Nockamixon race day weather-wise. Also, on this day we started Thistle sailboat measurements work. New Thistle fleet member Quinn Schwenker, who is putting together a number of Thistle skipper training sessions this year, organized this event.

Another reason for the slow start to the season is that a number of skippers wait until they are able to keep their boats in their summer dry slips. This year the date was May 1st, after the first three weekends of NSC Sailing.

Finally, at the first NSC Regatta Day of the season (which was also a Thistle Fleet Race Day) a respectable number, six Thistles made it to the starting line. Another fine race day at the lake took place. Paul Prozzillo won the day with crewing help from Scott Hartman and Alexis Zebrowski. Also, Marlene Reasoner at the helm with Dan crewing had very respectable finishes.

A new Thistle family has joined our fleet... the Schalls! Albrecht, Christina, Ferdinand and Max. They added another boat to their inventory by recently acquiring Thistle #2585, which has been out on the water already and hopes to be racing soon.

Indeed, the Thistle fleet will be all up to speed soon attending Lake Nockamixon and travel regattas in force, and as always having a lot of fun on and off the water.



Roger Edens and crew Tony Stuart



Park Updates

The park has restarted marina lights, on at approx 7.45pm off at 6 am. If the timer gets off (happens when there is a power outage) let me or the park know so they can be adjusted. It's a manual process so please be patient. All the dryers in the bathrooms are being replaced this year if they are not working let me or the park know.

Slips

There are plenty of 20' slips available right now, so start looking for that boat if you want to up grade to a lead mine! The 24' slips are full but the waiting list is very short so slips might even be available this year. The dry slips are full but almost no waiting list so some may open up soon. Remember if you put your name down for a slip you get your deposit back if you don't use it! The mast hoist is approved for use and is available for use this year, 350# direct lift limit.

The park is also working on replacing the missing dry slip anchor tie downs. We will be helping with this simple project probably some Sunday or Saturday afternoon after racing (Sunday better). So as soon as the park can pre auger the holes we will set it up for doing the concrete and eye bolt bit. So watch the NSCPA space we may do it with short notice.... Many hands will make light work.

We may have a new ranger this year. Rudy Black, the only current 'full' Ranger at the park, is retiring this year. He did that before but came back when asked. This year he says no more! He really will retire. Hopefully we won't get a gap in ranger coverage as they 'advertise' within the DNCR for a replacement. We wish Ranger Black a happy retirement. He has been at the park a long time.

Lastly the park has a face book page where they post regularly up coming events and other notices check it out you don't have to join face book to enjoy the photos and information. <https://www.facebook.com/NockamixonStatePark>

If you are a facebook member you can post photos etc to the site.

Warren Mangan—Club Park Liaison

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Impulse 21 Fleet Report

Warren Mangan
121 #149 Warp Drive

The Impulse 21 fleet will be racing with the Portsmouth fleet this year. We have 3 boats in the water and 2 others that might dry sail.

The Impulse 21 is a great safe boat easily sailed with great performance.

The Impulse 21 can be found from Maine to Florida, Texas to Michigan and as far west as Hawaii. A small fleet was also in the Caribbean (at The Moorings); these are in private hands now. The Impulse 21 can be sailed in coastal waters to inland lakes with ease. Racing is easy and fun but the large cockpit and high boom make daysailing just as fun too.

I know of 1 or 2 boats available at very reasonable cost, less than ¼ of the cost of a new Flying Scot or Thistle for example!

The US Sailing Fleet web site is <http://groups.yahoo.com/neo/groups/Impulse21sailors/info>

When you are ready for some sailing in a comfortable boat come talk to an Impulse 21 owner!

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A Thank-You

I would like to submit these two pictures to the newsletter as a big 'Thank You' to another fellow club member. One picture is of Craig Tourtellott, owner of Hilltop Sailor and past Commodore of the club. Without his expertise, guidance, patience, and good humor I would never have gotten through bottom painting my boat. I want to single him out as an honest to goodness saint amongst us in the club. Here's a picture of him peering out of his own boat. The other picture is of the completed project with fresh copper free bottom paint. Time to go sailing! Thank you Craig, I owe you big time! -Hans Schweikert



The Whys and Hows of Building Small Wooden Boats

Brad KurlanCheek—Wayfarer, B-39

This is The How: Building a small wooden boat is nothing more than a series of small steps taken over time. Sometimes, though, you run into a problem. And you can't move on until you solve that problem. So you figure out a solution; this can take a few minutes, to a few days, to sometimes, weeks. But one way or another, if you're persistent, you'll overcome the problem, execute the solution, and then move on to the next step. You do this over time - weeks, months, and sometimes, years - until you are done.

A few words about The Why, as in, Why would a person go through the time and expense to build a wooden boat, when you can just buy one. Some reasons are because it's fun, exciting, and worthwhile. It's because there's nothing like clipping along at 4 to 6 knots in the high seas - lake, bay, estuary, coastal waters - in something made out of natural fibers - wood, actually - that you built with your own hands. Or ghosting along, watching the sun set, then anchoring in a quiet cove, and settling in for the night, as you hear the splashlets ripple gently and soothingly against the very wooden hull that you painstakingly crafted together into a beautiful thing that eventually came to be called, A Boat. And in your mind it's not just A boat, but is THE boat.

As your boat begins to take shape in your shed, on your deck, in your backyard, or, as with me, indoors, in what used to be the living room (now called The Boat Room), you find yourself thinking about your boat, day and night, as you would a spouse, girlfriend, boyfriend, or son or daughter. You ruminate about its shape, contours and curves, and compartments, inch by inch in your mind; you think about the steps you've already taken, and the steps you're going to take. You imagine your boat and you in the water - the Great Lakes, the Chesapeake, Nockamixon, Hudson or Barnagut - traveling along, gear securely stowed, on one of your life's great adventures. You dare to dream.

For the very soul of your wooden boat you are upmosty familiar with and kindred to, because you were its maker, its crafter, its Giuseppe to Pinocchio. You alone know its faults, you alone know its virtues. To a greater extent I venture to say than with production boats, you and your wooden boat can become One.

I gave my wooden boats their names early on in the construction. The first, a 12 foot skiff, I called Goop, because of the surprising amount of epoxy that went into Goop's construction. The 2nd, a 7 foot glued lapstrake sailboat, I called Leaf due to its diminutive size. The 3rd boat, a 14 foot sailboat with enclosed cabin, I called Snoop, because, with its shallow 1' draft fixed twin keels, Snoop can safely gunkhole (and snoop so to speak) into the most private of coves, the most tucked away secluded anchorages. The 4th boat, still in progress, an 18 foot rowing shell, I've taken to calling Loon, because, like the bird, Loon is aquatic, and shall be fast (4 to 6 knots), as loons are decent fliers. Also, because of their considerable stamina, loons can migrate long distances. Such will be my Loon - fast, and enduring! (I hope).

Stay tuned for further installments.



Goop in The Boat Room

On the Lake With Francis Drake

Christina Schall

After about 4 years of being a (very vital) crew member of the “Hui Buh” – yeah, that’s that J-24 boat out there with the unpronounceable (German) name - (once and for all: “Hui Buh” is not Chinese, but the name of a little white ghost in a well-known German children’s book) - it is about time that I speak up /howl out and add some comments about the lake and the boats there and their crews and the sail club and the picnics- did I hear/smell food!!!???.... seen through the eyes of an absolute “non-sailor”. Don’t get me wrong here! I am not anti-sailing, I simply can’t sail. Yes, I CAN’T sail! I have no clue whatsoever! Zero! 100% of 0,000.00. Got it? So, why would somebody like me even think about opening her loose mouth in “the Compass”?

Well, first I have a loud voice, and I mean LOUD. Second, I tend to speak up and howl out. I do not really care if I am asked to or not, if it is appropriate or not, or if the timing is right. I have what they call “the gift of the gab”, and I just add my comments, - like it or not. Third and most importantly, I think it could be interesting and –funny (?) to see the matter - (this would be “Sailing on Lake N.” with all its aspects) - from the other side of the coin -or should I say boat. I mean, many of you are very good sailors. I can’t compete in that race; however, I can always add some additional aspects, meaning things, you sailors would never see or notice, because you know your matter and have your act together, for the most part at least :-)... You are sailors, I am not: when you sail “up the lake”, I go for sure “down the lake”. If you head “starboard”, I would have gone ...blank... what was the opposite of starboard again? (There we go already- it is that bad!)

When my crew steps on the boat, I am already off the boat and -in the water. Yes, in the water. This (really) happened at my first sailing exposure ever. Let me tell you real quick: on one fine day in April 2000, when the air was already nice and warm but the water still brutally cold, my crew started the sailing season. I was allowed to go with them and was very curious and most excited. (I had never seen the lake before. It is a beautiful spot, isn’t it, with lots of good stuff to do like chasing geese and barking at dogs...) Anyway, they opened the gate and walked down “the isle” towards that white thing in the water. I was the first one to jump on it, of course. Oh, my ...-Neptune! Why didn’t they tell me that such a boat has a very smooth surface, is really slippery, aaand is NOT stable. Hey, this thing tilts, and moves, and rocks!!! How should an 8 month old puppy know this?? I went overboard right away and landed in the supercold water. (And I HATE water to start with. I would never go in the water and take a bath even when it is lukewarm. I usually run away and hide under a bed whenever it is time to take a bath at home– no kidding.) Lucky me that I can swim, because I did not even wear my life-jacket! My “master and commander” somehow fished me out of the lake, and he felt sorry, VERY sorry afterwards. As a consequence it took me about half a year to approach that boat without trembling and shaking. Can anybody blame me that I am still hesitant and somewhat resistant and rebellious when it comes to sailing?

However, I will of course and once again be out there on the lake this season as part of the “Crew Hui Buh”. (Guys,if you pronounce it right, this rhymes, -hint, hint!!) and as a proud member of “The Nockamixon Sail Club”. So, see you all out on the lake.



“Lick, lick, doggie kiss and Ahooooooooowl” from “FRANZ”, the beagle.



How we Communicate at the Nockamixon Sail Club (NSC)

Indeed, communication is very important in any organization. At the NSC we have three “official” communication forums:

- 1) The Compass Newsletter
- 2) The NSC Public Website
- 3) The Yahoo! Group NSCPA

In addition, there is always Facebook and of course Word-of-Mouth!

The Compass Newsletter

This electronic document is published 4 or 5 times per year, and is typically delivered by NSCPA email. Also, past issues of The Compass are posted in the NSC Public Website.

The NSC Public Website

This website <http://www.nockamixonsailclub.org> has a wealth of information about the NSC. To gain access to the “Member’s only” information on this website be sure to create a Login ID. Using the Members only parts of the web site you may participate in the forum discussions, publish on your own NSC blog, and have full access to all the Club information, including the current version of the Membership Directory (under the NSC tab).

The Yahoo! Group NSCPA

This free private website and email message board forum that is mostly used to push email messages and announcements to the group’s members. You first need to join the NSCPA or accept an invitation sent to you by the NSCPA. To join the NSCPA Yahoo group, send an email to: nscpa-subscribe@yahoogroups.com Then, to post a message to the entire NSCPA group, simply send an email to NSCPA@yahoogroups.com from your email account that is registered with the NSCPA.

NSC Facebook Page

There is a Facebook Page “Nockamixon Sail Club – Sailing”, which is just used to further expose the NSC to the world and point people to the NSC Public Website. If you are in to Facebook, just LIKE this page. <https://www.facebook.com/NoxSailClub>

NSC Facebook Group

There is also a Facebook Group, “Nockamixon Sail Club (NSC) Group”, which is a semi-private place for e-socializing about the NSC. To be a part of this Facebook Group, become a Facebook member and go here <https://www.facebook.com/groups/187254014714577> and ask to join in. While neither Facebook site is used for official NSC communications it is a great place to socialize electronically with your friends in the NSC community.

Word-of-Mouth

Proudly display the NSC Burgee and the NSC Stickers on your boats and cars to help meet-up with your sailing friends at the lake and on the water!

If you have difficulties with the above items or need any information... please don’t hesitate to contact me.

Dan Reasoner
NSC Communications Officer
215-997-7680
dcreasoner@comcast.net



Nockamixon Sail Club



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NSC Apparel

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More sizes available both Men's & Women's



Any Questions? Contact Doug Swart

215-822-2502

dhswart@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

\$20 for 12"x18"

\$30 for 14"x21"



NSC Tote Bag and Water

Bottle \$5.00



NSC Patches—3"W by 2"H,

Add one to your hat, shirt or jacket

\$2.00 ea. or 6 for \$10.00

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Please Welcome Our New Members!

David & Linda Bailis	Cruising	Laser, "Linda"
Robert & Winnie Blalock	Cruising	Capri 22, #293, Lightning, #13453
Barry & Mary Broadwater	Cruising	Precision 18
Harris & Patricia Brody	Cruising	West Wright Potter, "Hey Girl"
Arnold Chassen & Lynne Barol	Racing	Raider 11
John Daukas	Cruising	O'Day 22, #1376, "Showboat"
David Francis	Cruising	O'Day 23, "No Hurry"
Jack Graczyk	Cruising	22 Seafarer, "Espresso"
Kenneth Hoser & Jan Kench	Cruising	Newport 16, "Black Magic"
John Ivankovits & Amy O'Brien	Cruising	Catalina Capri 22, #930, "Liberty"
James Levens & Arthur Tollander, Jr	Cruising	O'Day DS II, 6537, Make-Wish
Bob & Shelley Meltzer	Cruising	O'Day Mariner, 2989
Brian & Maureen Murphy	Cruising	Precision 185, #95, Breezing Up
Michael Newman	Cruising	Daggerboard Dinghy, #3052, "Force 5"
Michael Scharf	Cruising	Cape Dory Typhoon, "Schnibbitz"
Tony & Jane Stuart	Racing	no boat listed
Gary & Jane Thundercliffe	Cruising	Catalina, "LaMouette"
George & Sharon Warden	Cruising	no boat listed
Chuck & Jean Woods	Cruising	Hunter 23, "Alchemy"

- Robin Bonner, Membership Secretary