

# THE COMPASS

*The Voice of Sailing on Lake Nockamixon*



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



[NSailClub@AOL.com](mailto:NSailClub@AOL.com)

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

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Fleet racing, May 30



The Coves Poker Challenge brought members from one end of the lake to the other.

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## ULDB

June 27

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Marsha Cooper

Paul Prozillo

Glenn Wesley

**Fleet Captains**

Catalina 22: Laurine Valenti

Com Pac: Bill Pfanstiel

Flying Scot: Phil Scheetz

Impulse 21: Warren Mangan

O'Day: Doug Swart

Precision: Steve Hayick

Portsmouth: Craig Tourtellot

Thistle: Paul Prozillo

**Park Liaison**

Warren Mangan

**Web Master**

Glenn Wesley

**Compass Editor**

Ken Van Camp

**Commodore's Corner**

Greg Morrison

This issue includes details of our annual ULDB race and picnic so let me take a moment to encourage folks to attend. We all have busy schedules but this is the one event that should be circled on everyone's calendar. I love this day because it includes sailing, camaraderie, and food. I don't know about you but I can't ask for much more on a summer day!

In addition to this big event the normal events of the season are in full swing with good attendance at both Racing and Cruising events. All of our events are improved with increased participation so I encourage everyone to make an effort to partake wherever possible. Once again, don't be too worried about whether the event is designated as a cruising event or a race. Having been a "cruiser" most of my sailing life, then getting bit by the "racing" bug for a few years, and now finding what I hope is a good middle ground, I can say with confidence that any time on the water in any form is time well spent!

I'll wrap this short article with a brief update on the state of the club in general. Overall we are in very good shape. Membership is just slightly down relative to last year's final number but we do expect some renewals and new members around this time as folks may have gotten off to a slow start but realize the ULDB is a good time to join. Financially we are in good standing which is always important even for a non-profit like us; sooner or later we will need a new piece of equipment and it is good to know we will be able to afford it. Racing and Cruising events are humming along, and we have a fine group of officers manning the ship. Some of those officers have been in their roles for a few years so moving forward we do need to think about the next wave of leadership, but I am confident we'll have some excellent candidates step forward.



For love of the game!

# *Up the Lake Down and Back!*

**Saturday June 27, 2015**



## **SCHEDULE OF EVENTS**

<b>8:30 a.m.</b>	<b>Picnic Tent Set Up (Volunteers Needed)</b>
<b>10:00 a.m.</b>	<b>Regatta Registration</b>
<b>11:00 a.m.</b>	<b>Cruising Fleet Start</b>
<b>11:15 a.m.</b>	<b>Race Start</b>
<b>1:00 p.m.</b>	<b>Picnic* (Blooming Glen Catering)</b>

\*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 14th**

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

**[regisgreen@hotmail.com](mailto:regisgreen@hotmail.com)**



## O'Day Fleet Report

Russell Schuss



There was a party for O'Day boat owners in March. It's agreed by all that when boating season starts, deck shoes are what we wear, sans socks. I guess that's universal. But what to do with the old socks. Burn them in a ritual. Thomas Smith contributed this ditty to usher in the new season as we lighted the appropriate fire and burned our socks.

It felt very lonely to be the first boat in, at my dock. I generally go in around Memorial Day. Now I remember why. Too windy! Some line got loose and the Bow Eye was destroyed in the bashing; and a big bird sat on my wind vane.

### ***Ode to the Sock Burners—by Thomas Smith***

Those Nockamixon boys and girls got an odd tradition  
When the sun swings to its Equinoxical position,  
They build a little fire down along the docks,  
They doff their shoes and they burn their winter socks.

Yes, they burn their socks at the Equinox;  
You might think that's peculiar, but I think it's not,  
See, they're the same socks they put on last fall,  
And they never took 'em off to wash 'em, not at all...

So they burn their socks at the Equinox  
In a little ol' fire burning nice and hot.  
Some think incineration is the only solution,  
'Cause washin' 'em contributes to the Lake's pollution.

Through the spring and the summer and into the fall,  
They go around not wearin' any socks at all,  
Just stinky bare feet stuck in old deck shoes,  
Whether out on the water or sippin' on a brew.

So if you sail into the Harbor on the 20th of March,  
And you smell a smell like Limburger sautéed with laundry starch,  
You'll know you're downwind of the Nockamixon docks  
Where they're burning their socks for the Equinox.



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## Thistle Fleet #176 Report

Paul Prozillo



Thistle sailing has been pretty exciting this year with 3 well attended race days at the lake and the Mega Districts in Westport Ct. The races at NSC have seen many different skippers lead the fleet including Sam Mandell from the Scott fleet with crew Max Schall. Max was also Craig Smiths crew for our districts regatta where they placed 3rd. The light and variable conditions made it a tricky regatta with stiff completion on the Long Island Sound. This was Max's last regatta before moving to Germany and we would like to thank Max and Albrecht for all their help at the club. They will be missed. The Thistle is a great boat and getting new people involved is the only way to grow or even maintain a strong fleet. If anyone is interested in sailing they can contact us and we will set you up with a boat that needs crew. We might even be able to find a spare boat if there are any skippers who want to jump fleets!



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## The Coves Poker Challenge

Brad Fitzpatrick



The Coves Poker Challenge began on a brisk Spring morning with a quick lesson in VHF radio from Brian Scarborough followed by his explanation of the rules. For those unfamiliar with the event, The Coves Poker challenge is a tour of 7 coves around the lake. When a participant reaches a Cove they are given two playing cards. At the end of the challenge they submit their best hand of poker to the race organizer. In the NSC version participants recorded the time they arrived at each cove and were assigned cards after the day's event had ended. Like any game of poker, the person with the best hand wins!

The 10 boats that participated in the event found themselves in shifty conditions. The day started with moderate winds, providing great reaching conditions across the lake, and then a fun upwind course on the way from the marina down to the Lake House. One would say the trip back to the Marina was downwind, but there wasn't much wind to be had in the afternoon. This provided the small pack that stayed together the opportunity to chat from boat to boat and take pictures of the event.

Overall, it was a great day on the water and an excellent way to see the lake in its entirety.

### Coves Poker Challenge results:

1. Geyer "RRR Yot" K K K 9 9 Winner, winner, chicken dinner!
2. Averbuch "Eko" 10 10 10 J J
3. Tourtellott "SeaNile" 5 5 5 Q Q
4. Fitzpatrick A 2 3 J 9 (Clubs)
5. Goldberg Cape Dory Typhoon A K Q J 10
6. Mangan "Warp Drive" A K Q J 10
7. Cooper "O'Girl" J 10 9 8 7
8. Snyder "Elizabeth" A A 3 3
9. Lentz "Excellentz" 7 7 2 2
10. Goldman "Wishful Thinking" 6 6



### *Calling All Hunter Owners!*

If any of the Hunter members would like to form a fleet - raft up, hit the local hot spots after a day of sailing, "visit and share" after sailing, I'd be willing to be fleet captain again. I think that one of the advantages of a fleet is to have a better opportunity to share features of the boat, and tips on how to resolve issues or improve your sailing experience with that type of vessel. So, if any of you Hunter owners are interested, please send me an e-mail at [nhall@manor.edu](mailto:nhall@manor.edu). Either way, have a great sailing season.

- Norma Hall (TiburÕn, Hunter 23.5 in N27)



**I21****Impulse 21 Fleet**

Warren Mangan

The impulse fleet welcomes a new fleet member. Longtime Nockamixon sailor Bill Pascoe has his boat up and sailing after he acquired it last winter. It came from a rather poor storage situation and he has done a great job cleaning it up, tuning up the rigging and adding the Impulse 21 boom lift to avoid needing a topping lift.

He has been sailing around the race buoys as he learns how to get the best from this great little keel boat that is so easy to sail singlehanded.

Give him a wave if you see him, sail #157

**Flying Scot Fleet 163**

Phil Scheetz

**FLS**

Flying Scot Fleet 163 recently hosted exchange students from around the world at the Second Annual Rotary International Regatta, on Sunday June 7th

This is a great way to promote the club to local families, and we had about 10 Scot skippers and seven boats on the water. The kids and the local Rotary District were very happy, as we had great weather and good winds. Rotary hosted a picnic afterward, with great food at Pavilion 1! Thanks to all the skippers who helped make this a great event!

Save the date for August 8th, and get ready for another great picnic, with Matt Cohen back on the grill and Helen Evelev, schooling all the boys in Bocce! We will start around noon. Watch your email for more details!



Summer is the time for traveling regattas, and the Flying Scot Fleet Summer Picnic at the Evelev's beautiful home on the Delaware River!

Water guns are legal in this regatta!

## Welcome, New and Renewing Members

*Find Your Niche . . . Sail!*

Robin Bonner—Membership Secretary

Once again, the Nockamixon Sail Club welcomes all new and renewing members—who have applied for membership since April! (See list below.) Remember, it's never too late to join and now's the perfect time, with fleet racing and cruising programs just underway. The Annual All-Club ULDB Race and Picnic will be a high point on June 27th—and members attend for free! (Non-members pay \$25.) Come out, find your niche! Racers who like to do Poker racing sponsored by the cruisers, cruisers who want to try their hand at crewing on a fleet race day, non-boat-owners who want to sail one of the club's Sunfish: You name it—'tis the season, and there's fun to be had on Lake Nockamixon!

From the April issue of Compass, the following bears repeating. Here's how to make the most of your NSC membership:

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

If you haven't renewed your membership for 2015 and want to (in time for this year's ULDB on June 27th), download the membership application here:

[http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application\\_021115.pdf](http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application_021115.pdf)

and mail it to the PO box listed. Do it now! Don't miss a moment more of the 2015 season sailing fun! (You can RSVP for the ULDB and say your application is "in the mail.")

Get in touch, sail, socialize, enjoy the lake. See you at the ULDB?

### New Members Since April:

Paul & Kim Coache  
Ruth & John Conboy  
Evan & Alicia Llewellyn  
Ken & Bonnie Price

### Renewing Members Since April:

Les & Cathy Burnett  
Brad & Vicky Corrodi  
Dudley Cunningham & Margo Tarasov  
Michael & Carol Freund  
Jack Graczyk  
Colin & Mary Hannings  
Bruce & Katrina Idleman  
Jarrett Scherrer  
Tony & Jane Stuart





## Follow the Wake You Lead

Ken Van Camp

I learned an important lesson while taking a wild and exhilarating ride in the Chesapeake Bay area recently. My excursion began quietly enough on a Friday morning in early April, when I trailered my Islands 19 to the Franklin Street boat ramp in Cambridge, Maryland. Cambridge is situated on the Choptank River, some 17 miles from where it empties into the Chesapeake Bay. From Cambridge downstream, the Choptank varies in width from 1-5 miles, enough to make it a major body of water in its own right. With its many smaller rivers and creeks feeding into it, it makes an excellent sailing and cruising destination for the small boater.

After casting off about 2pm Friday, I sailed at a leisurely pace downriver. Winds were light so progress was slow, and I finally reached La Trappe Creek, only 5 miles northwest of Cambridge, by 5:30. There I dropped my anchor in a quiet cove shared by one other boat.

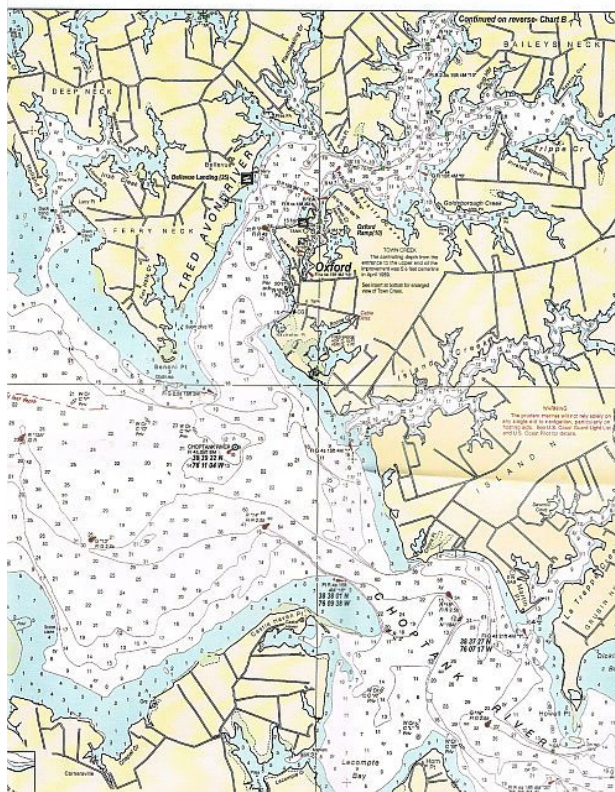
The night was peaceful, and Saturday promised light winds of 5-10 knots, so after a quick breakfast I struck out to do some exploring, and check out potential anchorages for my next night. First stop was the Tred Avon River, another 5 miles northwest of La Trappe Creek. One mile upriver on the Tred Avon is the town of Oxford, which my cruising guide says was once a major seaport rivaling Annapolis in size and maritime traffic. No timeframe is given for this comparison, but I presume it was a very long time ago, as the town of Oxford today is a small fraction of the size of Annapolis.

The town was still much too big to be my quiet anchorage, so I quickly rounded and headed back out to the Choptank in search of greater seclusion. My next stop was Irish Creek, a couple of miles further northwest. No Irish pubs in this creek, but also no unspoiled wilderness – just mansion after mansion lining the creek retaining walls. “Lifestyles of the rich and famous” was not quite what I was looking for; I had in mind something more like “Lost.” Or somewhere in between would probably work.

By the time I got back out into the Choptank it was 3:00 and the wind had died, so I was forced to fire up the outboard and think seriously about where to spend the night. I headed back southeast to check out Island Creek, a small tributary I had bypassed in my initial quest for the Tred Avon. ActiveCaptain had identified an anchorage on this creek, but it was several miles upstream and I didn't really want to spend that much time motoring. Fortunately, only a mile upstream I found a small cove that was protected, quiet, and uninhabited, and dropped the hook. The good thing about cruising in the early or late season (aside from the absence of bugs) is that there's little chance of being presented with a “no vacancy” sign at your favorite anchorage.

Overnight the wind built steadily, and by Sunday morning NOAA had declared a small craft advisory in the area. My schedule required me to head back home, so I changed out my genoa for the small working jib and put a reef in the main, and headed out.

I was alone on the Choptank River as I exited Island Creek. There were occasional whitecaps, but the waves were small and progress was good. In less than an hour I was approaching La Trappe Creek, where I saw my first – and only – companion of the day on the river. A sailboat, about 30' in length, was exiting La Trappe Creek under sail, about a half mile ahead of me. It is interesting that this lone sailboat, which lifted my spirits by bringing companionship, would later lead to my frustration and the lesson about which I write.



(Continued on page 12)

## Salty

Brad Kurlancheek

A hint of brightness suddenly shines through the portholes. With one eyelid barely open, you wonder if you've ever slept this well before. You could sleep another two hours and it would not matter. You have nowhere to be at a certain time, no one to meet, no phone calls to make, no emails to respond to. But then, if you did take those two more hours of sleep, you'd miss the glorious dawn.

You rise out of your comfortable sleeping bag, stand on the floorboards, slide the hatch back, remove the companionway, and beam at the wonder of morning...the stillness of the water...the upper curve of the sun piercing the horizon...the fragrant wisp of a cool spring morning breeze teasing your face. Here lay you and your boat, anchored, in a delightful abandoned cove, somewhere off a bay.

You did it, you think to yourself. You actually pulled it off. How, or why, does it matter? The fact is, you're here, and something deep in your soul recognizes these circumstances - you alone, on your boat, well out near the middle of nowhere, or at least far enough away from somewhere, to be achieving something that is, if not your destiny, then at least enough of a modicum of self actualization, to let you forget time, and be wholly one with these moments.

The children are off into their own lives. She, your mate the last thirty some years, said Go. I'll be fine. You've earned it. The girls and I are having a girls night out anyway. Take the time, now, because you never know when it will be.... Gone.

So you leave. And it seemed so difficult, to change gears, to at least get to the bottom of the driveway. You've been working so steadily and diligently and forthright at your work for so many years, it's difficult to take time to not do it. There is comfort in routine and familiarity, but not challenge, and not courage, and not daring.

To make it easier, you started with a list. Oh, all the many things. We are so dependent on things, you thought. What are we without them. But certain ones, at the last moment, you left behind. Like the smart phone. You slowly and reluctantly stuffed it into the glove compartment. No email for several days? No texts? No access to my precious apps. No ability to just punch a few numbers and talk to, anyone. Right, none of that. Get used to it.

You did take the portable VHF. And your charts and sextant. These tools are different. Nautical. Navigational. It's part of being out here, of being, a sailor, of seamanship, and being responsible.

You must, even so, be away from the world, you tell yourself, if only for this short time, but you must do it. To bring the world with you (as in, taking your smart phone), as much as you believe you're a part of it, would be a mistake. It can get along fine without me for a while, and I without it. Now go.

And so: On this morning after your late afternoon launch the day before, you turn behind you, and look up, and see that gorgeous, so tall, commanding mast, that thing that specifically singles your boat out, among all the others in the waters. Like any sailor, when you come into a marina or anchorage, first thing you do is look for masts. You want to know how many of your fellow mariners at this place, are your kind.. a brethren, among whom are a bond that defies words, that can't be explained to most folks who think that moving a thing through water that lacks a sail, but has only a motor, is called boating. Up there, then, way up high, is your mast. Oh, what a lovely, tall, capable, wondrous structure it is.

And there, turning around, towards the bow, out across your boat's splendorous deck, a few feet above the sun's rays on the rippling water, is the bowsprit. Oh, what a beautiful thing a bowsprit is. A simple extension, outwards, out, angled slightly upwards, above the water, just this simple touch of architecture, renders you and your boat, a degree of saltiness, which you hesitate to boast about, but instead wish to express thanks and humility, for simply being allowed to be a part of. All of it.

Of course, this isn't a voyage to the Cook Islands. Even so, you've enmeshed your heart and soul and body and boat into that great tradition of mankind, to explore, cover ground, go beyond, well beyond, the home life. Taking with you your compass, sails, and wits, you make a bet with space and time, that you'll not only come through it alive, but you'll thrive, over these waters of this green earth the heavens have provided, for, what use is it to be here, unless we sail forth upon it.

## A Different Lake for Francis Drake

Christina Schall

Dear friends and sailing competitors on Lake Nockamixon,  
It is with my loudest, and longest, and saddest “Ha-hooooowl” ever - my family (Albrecht, Christina, Ferdinand and Maxi) is actually howling with me – that I say “Adieu, Fare-well, Auf Wiedersehen, Good-bye” to you all. After a fairly quick decision process, Albrecht, “our master and commander” accepted a new position in Duesseldorf/Germany and started to work there in February. The rest of the family/household has been following him one after the other. First came the J 24 boat “Hui Buh” -no surprise here, you have to have your priorities. Next was I, Franz the Beagle. (By the way, I took the plane. The RMS Queen Mary 2 was only my second option.)



Albrecht’s Triumph TR4 car arrived a month later. The 2 boys are on their way as I am writing (6/16), and lastly the 400+ boxes of household goods and “not-so-goods” will be shipped on Friday (6/19).

The J boat’s new home harbor is in Roermond/Netherlands. This is the closest lake, about 40 minutes away from our house, and it seems to have a well-organized sail club and even a youth sailing program!

Albrecht sailed a regatta in Roermond already but immediately complained about “the lack of competition”. I guess this speaks for the very high, competitive level of regatta sailing on Lake Nockamixon! By the way, after the regatta he attended -with great anticipation- the “Roermond Sail Club Banquet”. Well, he quit after about ½ hour... they do indeed speak Dutch in the Netherlands, and it was exhausting/pointless for him to listen without understanding a word. Soo-o, my guys will have to learn yet another language, and I will become the first tricolored, tri-lingual Beagle.

Speaking of learning: the crew- except for Albrecht who has accomplished that already as a teenager - will have to do some studying if they want to sail in Germany. They need to get a “sailing license”! This is basically an equivalent to a driver’s license. (You have to take classes, and then your practical skills are tested on the water -usually on an Opti or a Laser -and your knowledge regarding rules, handling, sails, colors is checked with a conversation.) Welcome to Germany!! On the other hand, no license/approval is needed to stay out on your boat as long as you want – even overnight!!! ;-) That is a BIG plus.

So, many things will change for us, but what will always stay the same are the memories and hopefully the friendships we have made over the last 8 years, while sailing on the beautiful Lake Nockamixon. Thank you so much for your kindness, helpfulness, and comraderie! We will truly miss it!

Ahoy, a-hooooowl, and please stay in touch!

*The Schall Family: Max, Albrecht, Ferdinand, Christina and “Franz”, the beagle*





## Follow the Wake You Lead (cont'd)

*(Continued from page 9)*

But for now, I was happily sailing a course that followed the larger boat on about the same heading. The wind and waves were building as I cleared Howell Point, where the river widened. Seas were now running 1-2 feet, and it was becoming difficult to read the puffs among the near-constant white-caps. The pounding waves were also beginning to slow my progress as I beat to windward.

Ahead of me, I watched my leading companion sail a course that brought him close to the shore on the downwind side of the river. He tacked close to the headland, then beat a course on starboard tack across the wide part of the river. This allowed him to clear both Howell Point and Hambrooks Point, the next point of land that jugged into the Choptank River.

After another half hour of slogging against the building seas, I reached approximately the same point where the larger boat had tacked, and I did the same. And that is when my troubles began.

The first thing I noticed on starboard tack was that my larger companion's course was at least 15 degrees closer to the wind than mine. On port tack, I had been following directly behind him, but on starboard tack I was heading far off the wind. I checked my sail settings: the jib sheet track, the sail trim. I experimented with different settings, to no avail. Could it be that the wind up ahead was coming from a different heading? It didn't seem that way.

Several more experiments with sail trim later, I had made no improvements in my heading. What's worse, as I cleared Hambrooks Point, it became obvious that I was not even going to clear the upwind Howell Point on a single tack. I would need to make a few short tacks, instead of the long starboard tack made by the larger boat ahead of me.

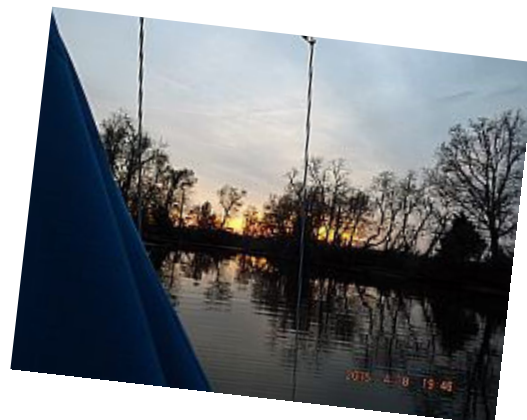
The waves had grown larger too, running more than two feet pretty consistently now. Each time I seemed to gain some momentum, a large soaking wave would bring us to a near stop.

A few tacks later, and with the other boat appearing to be a couple of miles ahead of me, I finally gave up, put the motor on, and took down the sails. Motoring was much wetter and more jarring than sailing, as I didn't have the sails to stabilize the boat, and I didn't have a high rail to sit on. I regretted my decision almost as soon as the sails were down, but I was frustrated and anxious to bring the trip to a conclusion, so I motored for the final hour as I inched my way back to Cambridge.

Once back on dry land, I have time to reflect. What had gone wrong on starboard tack? I was certain the boat hadn't been sailing as well as on port tack. Was my main sail reef unbalanced? Was the whole boat unbalanced due to how I had stowed my anchor and gear? Or was it just me that was unbalanced?

In retrospect, my greatest enemy on the river that day had been my expectations. So what if I couldn't make the same heading as another boat? If I'd been alone on the river, I may have never noticed anything wrong, and rode the exhilarating ride all the way to the dock, in my blissful ignorance. I'd have been sailing my own route, not someone else's.

And that seems like the better course.





## NOCKAMIXON SAIL CLUB

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 Web: NockamixonSailClub.org  
 Email: NSailClub@aol.com

# ULDB NOTICE OF RACE

**1 RULES.** Racing at Nockamixon Sail Club (NSC) will be governed by the current *rules* as defined in *The Racing Rules of Sailing (RRS)*, *US Sailing Prescriptions*, and the rules of the one-design fleets competing, except as any of these are changed by the sailing instructions. NSC sailors are guests at the State Park and are privileged to race at the lake. A Pennsylvania State Park boat launch permit must be affixed to all boats. All boats on the lake that are not racing with NSC shall be considered obstructions and must be treated courteously in accordance with the boating "Rules of the Road". All State Park and Pennsylvania Fish Commission Regulations shall be observed.

**3 ELIGIBILITY and ENTRY.** The ULDB event is open to all NSC members and to guests of NSC members. The skipper of each entry must register and submit any required entry fee for the event at the skippers meeting or to the Race Committee (R/C) on the water before their Warning Signal. The registered skipper shall be the helmsperson of the boat except for temporary assistance of duration up to one leg of the course.

The event uses Portsmouth Yardstick 'D-PN' ratings without wind factors. Any non-class or non-standard boat shall declare modifications and equipment to the NSC Racing Committee on a NSC Yacht Registration Form. The NSC Racing Committee shall determine and record the rating or rating adjustments for non-class or non-standard boats.

**5 FEES.** The event has no fees for members of NSC.

**7 SCHEDULE.** The event is one race. The scheduled time for the skippers meeting is 10:00am and the Warning Signal for the first fleet will be 11:00am. Warning Signal for the first fleet will not be made after 3:00pm. s

**9 SAILING INSTRUCTIONS.** The ULDB Notice of Race and Sailing Instructions will be as published and available on the day of the event.

**10 VENUE.** NSC racing will take place on the main body of Lake Nockamixon but well clear of the marina and launch area and well clear of "Hobie Alley."

**11 THE COURSES.** See ULDB Sailing Instructions, Section 8, The Courses.

**13 SCORING.** Appendix A will apply (using A4 for Racing Events).

**19 PRIZES.** A prize will be awarded to the first place finishers.

**20 DISCLAIMER OF LIABILITY.** Sailing is an activity that has an inherent risk of damage and injury. Competitors sailing at NSC are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained in conjunction with or prior to, during, or after this event. By sailing at NSC, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation to the fullest extent permitted by law.

**21 INSURANCE.** Each participating boat shall be insured with valid third-party liability insurance. The liability coverage shall be adequate for racing at NSC.

**SECTIONS 2, 4, 6, 8, 12, 14-18 and 22 of RRS Appendix K "Notice of Race Guide" are RESERVED**

Revision 2015



## NOCKAMIXON SAIL CLUB

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

# ULDB SAILING INSTRUCTIONS

- 1 RULES.** See: ULDB Notice of Race, Section 1, Rules.
- 2 NOTICES TO COMPETITORS.** Notices to competitors may be provided by the Race Committee (R/C) during the skippers meeting or on the water before, or between, races. See also ULDB Notice of Race.
- 3 CHANGES TO SAILING INSTRUCTIONS.** Any change to the sailing instructions will be announced during the skippers meeting on the day of the event and recorded on the Race Committee Finishing Sheet for the day.
- 5 SCHEDULE OF RACES.** See: ULDB Notice of Race, Section 7, Schedule.
- 6 CLASS FLAGS.** The class flags for both the Cruising and Racing Divisions will be the NSC burgee on a white background flag.
- 7 RACING AREAS.** The course uses the area from marina to the Lake House Point of Lake Nockamixon..
- 8 THE COURSES.** The course shall be a "windward-leeward" (W) course.
- 9 MARKS.** The "windward" mark (turning mark) for the Cruising Division will be an orange/red ball. For the Racing Division, it will be a yellow buoy. The "windward" marks are to be rounded to port. The starting/finishing line will be marked by an orange/red buoy and the R/C boat (see ULDB course card).
- 11 THE START.** Races will be started by using rule 26 with the Warning Signal, the class flag with one sound, given five (5) minutes before the starting signal. The preparatory signal will be a Blue-White-Blue flag (see Racing Course Card). Four (4) registered boats, present in the starting area, shall be required to start a race. The Cruising Division will start first. The Postponement (AP) flag will be flown between starts to provide some separation between the divisions. The starting/finishing line will be between the nearest signal mast on the R/C boat and an orange/red buoy.
- In the event of a general recall, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled fleet shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding fleets shall follow the new start. A boat starting later than ten (10) minutes after her starting signal will be scored as Did Not Start (DNS). This changes rule A4.
- 13 THE FINISH.** The starting/finishing line will be shortened after both divisions start. When a course is shortened by the R/C displaying the flag S with two sounds, boats shall go to the next mark of the course (as defined by the lead boat in a division), round the mark and then finish at the finish line, bounded by the R/C boat and the finishing mark, from the direction of the last mark (definition of finish, RRS). This changes rule 32.2.
- 15 TIME LIMITS.** If no boat, in a division, has rounded the first mark within ninety (90) minutes, or fails to finish the race within three (3) hours, the event for the division will be abandoned. Boats, in a division, failing to finish within sixty (60) minutes after the first boat in that division sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35, A4 and A5.
- 16 PROTESTS.** For racing at NSC rule 61.1(a)(2) does not apply. This changes rule 61.1. R/C members intending to protest a boat will attempt to hail "Protest" to that boat. The R/C may penalize boats under rule P1-P4 for violations of rule 42. Protests shall be written on a US Sailing Protest Form, available from the R/C, and shall be presented to the R/C within thirty minutes of their return to the dock. Protests shall be heard on the R/C boat in the order they were received. Competitors should, whenever possible, resolve protests on the water using rule 44.2.
- 17 SCORING.** See: ULDB Notice of Race, Section 13, Scoring.
- 18 SAFETY REGULATIONS.** It shall be the sole responsibility of each boat to decide whether or not to start or to continue to race. Competitors are solely responsible for their own safety. Each boat must carry a Coast Guard-approved life jacket for each crewmember and one throwable floatation device. Life jackets **must** be worn when the Code Signal "Y" is flown on the race committee (R/C) boat. A boat that retires from a race shall notify the R/C as soon as possible.
- 26 PRIZES.** See: Notice of Race, Section 19, Prizes.
- 27 DISCLAIMER OF LIABILITY.** See: Notice of Race, Section 20, Disclaimer of Liability

**SECTIONS 4, 10, 12, 14, 19-25, and 28 of RRS Appendix L "Sailing Instructions Guide" are RESERVED**

Revision 2015





Nockamixon Sail Club



Logo

# NSC Apparel

Great Prices and Value

This is not a fundraiser

Show Your NSC Colors!

Caps...Navy or White - *Burgee on Front*

and "Nockamixon Sail Club" embroidered arched around back opening

Women's Sleeveless Polo's in Navy or White - *embroidered logo on left chest*

Unisex Dri-Mesh Long Sleeve Tee in White - *embroidered logo on left chest*

More sizes available both Men's & Women's



Any Questions? Contact Dan Reasoner

215-997-7680

dcreasoner@comcast.net



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

**Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are available "in stock" and for sale at Club events and/or contact Dan Reasoner or Glenn Wesley.**

**Also, see the NSC website for these items.**



NSC Burgee

\$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



## NOCKAMIXON SAIL CLUB

PO Box 133, Telford, PA 18969  
www.NockamixonSailClub.org  
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# MEMBERSHIP APPLICATION

## 2015

### Contact Information

☐ New Member ☐ Renewal

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

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

### Membership Level

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

The membership year is January 1st through December 31st. Dues are payable by March 1<sup>st</sup>. Any member's dues in arrears by March 31 shall necessitate that his/her membership privileges be rescinded, and all rights, title, and interest in and to all the property and assets of NSC shall cease.

### NSC Capital Fund

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

Make check payable to:  
**Nockamixon Sail Club**

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

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

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

☐ ASA membership  
☐ Boat US membership  
☐ US Sailing, membership no. \_\_\_\_\_ Expiration Date: \_\_\_\_/\_\_\_\_/20\_\_\_\_

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

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

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

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

**SIGNED:** \_\_\_\_\_ Applicant (Name) described above. Date: \_\_\_\_/\_\_\_\_/20\_\_\_\_



The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969

