



THE COMPASS



www.nockamixonsailclub.org

NSailClub@AOL.com

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

Volume 42, Issue 2

May 2016

Spring Cleanup at the Lake Warren Mangan

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A huge thank you to every one that helped out with the Marina shoreline clean up April 2. Despite the rain to start we had 26+ members show up at 9am. We packed up about 1:30. Everyone worked really hard, and we got down the entire length of the marina and removed ALL of the brush, weeds, junk trees and the dreaded multi-Floria Rose or Brambles(an invasive). We also removed an overhanging tree by the new dry slips and some overhanging branches.

I think everyone will be impressed with the transformation and enjoy the much improved appearance. Without picking out anyone in particular I will say I was really impressed with how hard everyone worked, especially the ladies.



Before... and after (even the grass looks greener afterward!)



Mark the date!

ULDB

June 25

Details Page 3

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 Glenn Wesley

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 Com Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 O'Day: Doug Swart
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozillo

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

Commodore's Corner

Brian Scarborough

Well, we made it through Winter, didn't we? To one of the wettest Springs I can remember. What's that about April showers? They bring more showers in May, don't they? Of course, as I write this, we've gone straight from cold and dreary to hot sweltering summer. I thought we would get some nice clear, non-humid Spring days, but apparently we had 2 weeks of those in March!

Hopefully you all have your boats in the water, or at least they've gotten wet. My little "sports car" boat is all ready, but I haven't splashed it yet. Hopefully tomorrow! I had a great after-work sail with Mike Mandell on board his Flying Scot. Actually, it was kinda funny, the two of us trying to have a relaxing sail, because we're both usually trying to go fast in a race. (I've crewed for Mike a bunch of times.)

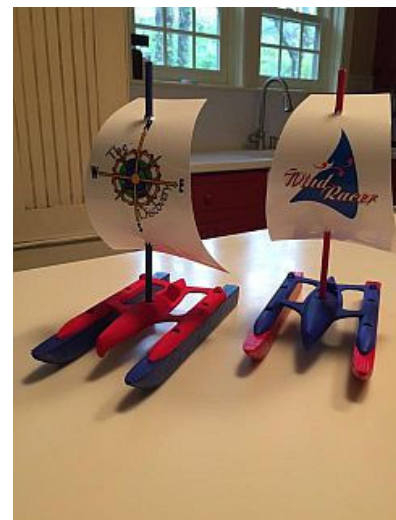
Well, the Club is getting into its groove, too. We had a fabulous turnout for our marina service project. We had a huge team of club volunteers spend all day clearing brush along the marina shore. Thank you so much for coming out to help with this! I think it's done a lot to foster good will with the Park management. Along with this brush clearing, there are quite a few other Park projects going on, including new paving and new gravel on marina walkways. I have been told that the Park plans to repave the whole parking lot!

Looking forward, we've got another exciting opportunity coming next weekend. Nockamixon Sail Club will be participating in the Step Outdoors Lehigh Valley festival in Bethlehem at Steel Stacks. <http://www.steelstacks.org/festivals/stepoutdoors/>. This is a great opportunity for us to spread the word about the Club and our wonderful lake. We will have a sailboat race course with real water set up for kids, and a pirate treasure chest full of goodies. Also, we'll have a real sailboat of the smaller variety on hand for the adults to see. If you haven't already contacted Craig Tourtellott, please let him or me know if you can come on June 4 and 5 to man our booth.

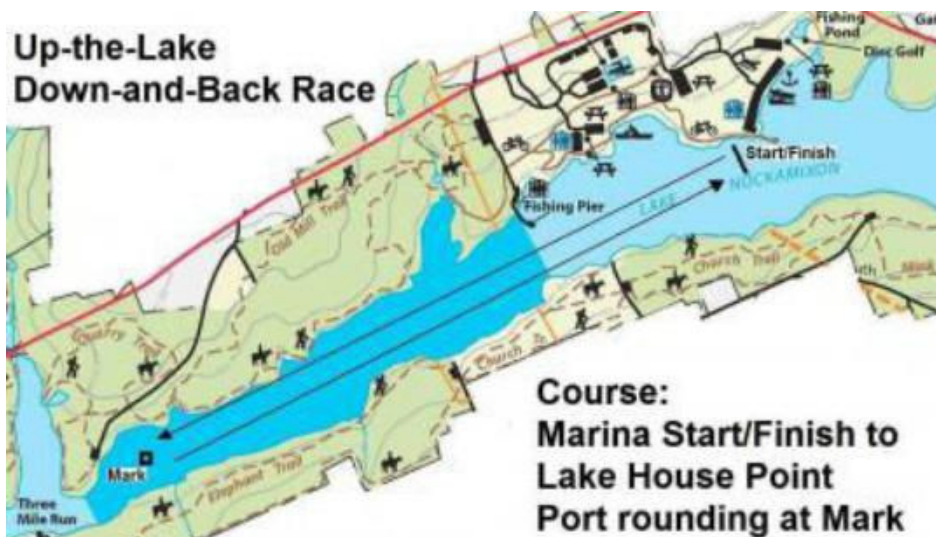
Speaking of membership, don't forget your Nockamixon Sail Club floating keychains. Those of you who were able to attend the Spring Warm-up should have grabbed one for yourself, and several to hand out to potential new members you meet at the lake. If you haven't gotten any, please let me know, as I have a supply in the car for when I'm up at the lake. And don't forget to tell your recruits about the Up the Lake, Down and Back race and picnic (ULDB) which is coming up quickly. This annual club tradition is free to members! Get your RSVP in to Marsha Cooper or Laurine Valenti.

One final upcoming project is this year's Leukemia Cup Regatta. Doug Swart and committee members have been working hard organizing this event, and Doug has opened up registration. Remember that all funds you raise will go to the Leukemia and Lymphoma Society to search for a cure for these cancers. Even if you don't plan to race, please register and make a contribution to this worthy cause.

See you at the lake!



ULDB...Up the Lake Down and Back!



Saturday June 25, 2016

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)

Whole Roasted Pig, Red Skin Potato Salad, Cole Slaw, Green Salad and Rolls

Cake and fresh fruit dessert will be provided.

Bring your favorite cold side dish or dessert if you'd like to share. **Coolers** with ice will be appreciated. **Bring** a folding **chair** or pop **tent** if available. Park picnic tables and benches are utilized. This is a **Hawaiian theme**, so wear your **colorful T's** and be ready to be lei'd.



NSC Members and family: FREE
Non-Member Cost: \$20.00 per person
RSVP by Saturday, June 17th (latest)

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

marshacooper222@gmail.com



The Leukemia Cup Regatta (www.leukemicup.org/epa)

Doug Swart

NSC is hosting its' second fund raising Leukemia Cup regatta over the past few years on August 20, 2016 to support The Leukemia and Lymphoma Society of Southeastern Pennsylvania. The regatta will consist of three concurrent events; one each for racers, cruisers and single handed dinghies. All funds raised go entirely to the local Leukemia Society. An early afternoon picnic will follow for participants.

Sailors register on the LLS website by making a tax deductible donation to the Leukemia Society in the amount of \$40 or, for singlehanded sailors under the age of 18, \$10 at www.leukemicup.org/epa. Click "register" in the left column. If you registered for the 2014 event, your user name and password remain the same.

Fundraising totals for this Regatta will increase exponentially if each participant asks family, friends and neighbors to financially support their personal efforts by making additional donations in your name to support you by logging onto the LLS website.

Each sailor can copy, edit or create an individualized fund raising letter to use in a personal email. Visit the LLS site, select "participants only area", then "sample fundraising emails/letters". Both options appear on the left hand side column on the home page. Please be sure to include the LLS webpage link and ask your contact to select the donate option from the top of the homepage bar and most importantly, ask them to enter your name or team name, if applicable in the participant box to credit your fund raising efforts.



Top fundraisers from the 2014 Leukemia Cup Regatta Rachel Rivest and Steve Averbuch. In 2014, NSC raised over \$15,000 for the Lukemia and Lymphoma Society.

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Mariner Fleet Report

Russell Schuss



Mariners met for the second annual breakfast at Johns Plain and Fancy Diner in April. We chatted about Mariner concerns and upcoming events this new sailing season.

Talking about events, there will be three rendezvous this year again, Mystic Seaport, Lake Champlain and St Michaels Maritime Museum on the Chesapeake. This is a photo of our last year's St Michaels event. We have one rendezvous each month this year. June 26-28 at St Michaels Maritime Museum, July 8-10 at Lake Champlain and August 8-10 at Mystic Seaport.



This year the Mariner Class National Regatta will be held at the Surf City Yacht Club, New Jersey. Also the Mariner National Rendezvous will be held in conjunction with the National Regatta, so we expect a great turnout August 12-14. It's 50th anniversary for the class.

Here's a photo of us at Mystic Seaport. Of course, there's Russ' Mariner right in the center. There were twenty Mariners present from NJ, PA, and Connecticut, New York and Massachusetts. The sail from Niantic to Mystic (about 15 miles) was during a small craft warning much to our distress. We heard the bridge operator exclaim "here comes a fleet of little boats. I wonder how they even made it?" We did and the rest of the weather was just fine. Looking forward to getting other Mariners involved in Nockamixon Sail Club's events this season.



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in you

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Nockamixon Sailing School-Philadelphia



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Spring Racing on the Lake

photos by Glenn Wesley



Rear Commodore of Racing Report

Gary Bonner

“America’s Cup Returns to NYC” read the headline in Sail magazine. The foiling cats of the America’s Cup were coming to the East Coast. I had an opportunity to see a few of the AC boats during the 2013 competition in California. On a trip to visit my daughter near Santa Barbara, I had taken a detour to San Francisco and was able to watch Oracle’s two 70-foot catamarans practicing out on the bay, but with only an afternoon to spare, I didn’t get to see any racing. Now six teams would be racing in a two-day regatta, part of the Louis Vuitton America’s Cup World Series (ACWS), in New York Harbor, just a two-hour drive away. Robin, too, was enthusiastic. We would definitely have to go!

The dates of the regatta were May 7th and 8th. We could sail in NSC’s first Invitational Regatta of the year on the 7th, and check out the ACWS on the 8th—a sailing-filled weekend! Hmmm, Mother’s Day was on the 8th. Mom would understand. However, as it turned out, I had decided to paint the Thistle trailer this year, and once I pulled the boat off and disassembled the trailer, I didn’t get any cooperation from the weather. I hadn’t even primed it by the 7th. And there was a chance of rain that day as well. Since we couldn’t sail or work on the trailer, we decided to take in the ACWS on Saturday instead of Sunday. Mom would get her visit after all.

The race course, set up to be spectator friendly, ran along lower Manhattan, from Battery Park to Pier 25, with an America’s Cup “village” at Brookfield Place. The mile-long Battery Park City Esplanade extends along the river for the length of the course. There were sure to be plenty of places from which to watch. The races were scheduled to run from 2:00 to 3:30—a bit of a short window, probably due to the event being televised. The wind was forecast to be light, 5 knots or less, from the southeast. It would be interesting to see how these boats raced in Lake Nockamixon conditions, though I’d rather see some high-speed foiling action.

We arrived about 1:00 p.m., parked in one of the financial district’s “economical” garages, and headed for the river near Brookfield Place. A huge crowd lined the river, probably 5 or 6 people deep. I might have been able to catch a glimpse of the action between people’s heads, but Robin had no chance of seeing anything. We’d have to trek further south to find a good spot, but we first decided to explore the area. At 2:00, we were in the AC “village” at the back of the North Cove Yacht Harbor at Brookfield Place checking out the J-Class replicas docked in the harbor. The “village” consisted of a stage and several tents/info booths for various suppliers and sponsors. An American flag atop one of the nearby buildings showed light wind from the northwest, 180 degrees away from the forecast direction. Haycock Mountain has nothing on these tall buildings.

The event began with the introduction of the boats and crew as they paraded past the village. From our vantage point, we could see the wing sails approaching, but we could only see the boats as they passed the 100-foot-wide mouth of the marina. I was surprised to see Team Oracle foiling as they passed by. Wow, could they really foil in this light stuff? No, they were being towed. Oh well It was a fun thought. They would have to wait for some wind to build to start the race. That would give us time to find a better spot.

We walked south on the esplanade, which was lined with people three or four deep as far as we could see. We lucked out, and some people decided to leave as we were walking by. We quickly grabbed the spot just as we heard the gun. The boats were off, starting a downwind leg. The boats kept tightly together as they headed down the river. A few gybed onto port, some onto a beam reach. About halfway down the leg, Oracle turned to windward. But all the boats, on different points of sail, stayed tightly packed together moving down the river as the 3 knots of ebb current overwhelmed the light air and swept the fleet past the leeward gate. Race abandoned.

Then the waiting started. The chase boats pulled the cats back up the river and made a few passes along the esplanade, the boats lifting up on their foils to put on a show for the crowd. Eventually, a breeze filled in from the east down at the tip of Manhattan. The cats started sailing around. The RC set a course running across the harbor as the wind built some more. The cats started flying a hull, then they started foiling as they sailed around. But the breeze died before they could get a race off.

(Continued on page 8)

Rear Commodore of Racing Report (cont'd)

(Continued from page 7)

More waiting. Finally, a southerly breeze filled in. The course was reset up the harbor and the racing got under way. It was a reaching start, past a turning mark onto a run, down to a leeward gate, up to a windward gate, and then back down to the finish. The boats, flying both their jibs and Code 0s, at times foiled on the downwind leg. The boats slowed considerably as they turned to round the mark, and they accelerated slowly in the light air. The still-ebbing current pulled them down toward the mark. I don't think anyone hit it, but it must have been tense on the boats. Then the marks started dragging, making rounding a bit easier for the boats in the back. Softbank Team Japan won the race, followed by Artemis Racing. Groupama Team France gybed in front of Oracle Team USA a few hundred yards from the finish, slowing a lot as they turned. Foiling, Oracle quickly closed the gap as Groupama accelerated, but before they could pass, they came off their foils and slowed, allowing Groupama to finish in front. Land Rover BAR and Emirates Team New Zealand rounded out the fleet. Unfortunately, the race started too late to count and was just a practice.

Though it wasn't an official race, I did finally get to see AC boats sailing competitively. We then met up with our "New York" daughter for dinner at a nearby restaurant before heading home, to our own boat sitting high and dry in the back yard.



Clockwise from upper left: America's Cup boats racing in New York Harbor for the 1st time since 1920; A replica of the 135-foot J-class yacht Ranger, the 1937 defender of the America's Cup, at dock in North Cove Yacht Harbor; Showing off for the crowd, British boat Land Rover BAR flies on foils, albeit under tow, to kill time while waiting for wind; A replica of the yacht America, the original winner and namesake of the America's Cup, flying huge flags showing that some breeze had built at the lower tip of Manhattan; Oracle Team USA sailing on foils, hoping that the race will start soon; A crowded first mark rounding, once racing finally got under way; SoftBank Team Japan crossing the finish line, winning the race....that did not count.

(Photos by Gary Bonner)

Rear Commodore of Cruising Report

Colin Hannings

Use our sunfish!

Our Sunfish are ready to go. As most of you know, they are a great way to initiate the young or new sailors to our wonderful and gratifying warm weather hobby. I started on a Sunfish years ago and still enjoy every moment I spend on one. When operating a Sunfish the sailing is as basic as it can be. You have the delight of having a very responsive boat at your control and you get to sail at some speed with even the lightest breeze. One of my favorite club events is the Sunfish Picnic when the Club's Sunfish are all available and you nearly need an excuse not to use one.

Thanks to the efforts of Craig, yours truly, Steve and Steve's son Michael, our Sunfish Cleanup Day on Saturday, May 7, was successful. All the Sunfish were cleaned and inspected. All the dagger boards, rudders, tillers and sails were checked. All were present and in fine shape. The boats are on the trailers and all necessary boards, tillers, etc. are in the storage shed. They are there for your use so avail yourselves of this great opportunity.

In addition to being a great way to get back to the basics on a Sunfish, they can also, of course, be used when your own larger boat, for whatever reason, is not available. If your boat is not yet in the water, if your outboard is at the shop or you have some other issue preventing you from getting out on your own boat and you've got a bad case of the "Jones" for sailing, use the Sunfish. I assure you, you will not be disappointed.

I know our weather has been a little unfriendly with the amount of rain, chill or cloudy skies we have been having but I remain hopeful, so I leave you with the wish of "Keep cruising."

Dolphin Encounter on the Chesapeake

Ken Van Camp

One weekend in mid-April, I trailered my Islands 19 to Nanticoke, MD off the eastern Chesapeake Bay, for a 3-day weekend of cruising the tributaries and bays of the lower Chesapeake. I have cruised the Chesapeake before, but this was my first time this far south in the bay. Saturday and Monday were blustery days, winds gusting to 25 mph and waves about 2 feet. But Sunday was the best day of all. Sailing in about 10 mph winds near Deal Island, I came upon a pod of 12-15 dolphins. At one point, three of them broke off from the pod and followed in my wake for about 15 minutes, swimming right off my stern and occasionally diving underneath the boat. It was so incredible to experience the power and grace of these beautiful creatures! I wrote this short poem about the encounter...

Kindred Spirit

I sailed today through a pod of dolphins -
Propelled by mighty fins.
Their sails rode waves and tumbling froth;
My sails rode the wind.

What lies beneath that steel-grey dorsal?
If I could hear, what would they say?
What drives them to follow me?
Are they protecting, or is it play?

Together we sailed like this for a time,
Questions unanswered but thoughts aligned.
Then they sailed their way,
And I sailed mine.



Flying Scot Fleet Report

Phil Scheetz

Fleet 163 has got an action packed summer, starting next weekend! June 4th is a Fleet Racing Day and June **5th is the Rotary International Regatta** with the Exchange Students. This is a great informal race, and a picnic. Flying Scot, and other skippers, are invited to come out and take a great group of students from other countries, as well as local students who are going out to far-off places in the fall, out for a sail and fun race!

Details: Meet at 9:30 Sunday at the Marina. Bring as many life jackets as you can. Bring any high-powered water gun you may have. Skippers with no boats, or boats that may be borrowed but without a skipper, let me know, and we can connect boats to skippers. Last year we had nine boats, can we get 10? Skippers, please RSVP to Phil at pscheetz@ptd.net.



June 11 and 12 is the Flying Scot Wife Husband Champs at Fishing Bay Yacht Club in Deltaville, VA. Three NSC boats are going, are you going to join the Bloughs, Scheetz's and Wesleys?

Monmouth Boat Club is also hosting the Full Moon Regatta, on the 11th, and it's free to first time attendees.

The Flying Scot North American Champs is in Newport, RI this year, July 16-21. At least three club boats are going. Newport, summer, seafood, beer, repeat. Join Team Blough, Scheetz with Baucom, and Mandell for a great event. Remember, any FS owner can go to NAC's and the Challenger Division is great to learn the ropes among a big fleet.

Mark your calendar for the Fleet Picnic at Evelevs, August 13th. Be there.

More events coming in Fleet Emails, so watch your mailbox! Don't forget to plan for the big NSC on-lake events.

June 25—ULDB= Awesome Picnic and a fun race.

August 20th—Leukemia Cup Regatta, so register and start your fundraising!



Celestial Nav 101 Part 3— Solving for Latitude on a Noon Sight

Brad Kurlancheek

The goal in writing this series on Celestial Navigation has been twofold: First - to set forth the basic theory and science of celestial navigation, and second - to set forth a simplified methodology, using a sextant, watch, Nautical Almanac, pencil and paper, for a sailor to calculate their current latitude and longitude.

In accordance with the first goal, parts 1 and 2 of this series discussed the sun's Declination. Understanding Declination is key to understanding celestial navigation. Declination of the sun is used to determine one's latitude, by using a sextant and Nautical Almanac.

Sailors may use celestial navigation to calculate their lat/long position at almost any time of day, skies permitting, from a variety of celestial bodies - not just the sun. In other words, the Nautical Almanac has tables for calculating one's location using sextant measurements of a number of celestial bodies, including the Moon, specific stars, Venus, Mars, Jupiter, and Saturn.

Here though we'll focus on using a sextant to determine one's position by using only the sun. Furthermore, this discussion will focus on just one method of sextant measurement, of the sun, which method is commonly called "The Noon Sight." To be sure, there are other methods besides "the Noon Sight." But the Noon Sight (of the sun) is the easiest method to understand and put into practice. Let's begin:

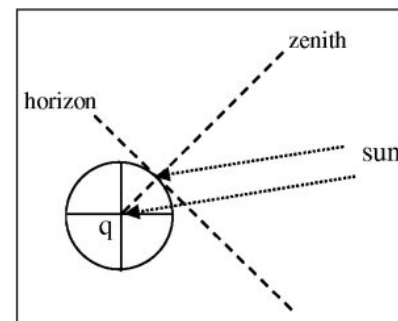
First let's have a look at the big picture. You've recently been fired from your job, for drawing pictures of sailboats during one too many meetings, but your uncle fortunately just left you 150 grand, the kids moved to California, you've just turned 50 or 60 something, and the wife said, Take Me to France, Now. So, you sold your Catalina 22 (and the house), bought a 1993 Morris 36, and you and the Missus set out for the Omaha Beach D-Day Memorial, near Saint Lauren sur-mer, on the coast of France.

Life is wonderful, but, naturally, several days out into the voyage, the electronics & solar panel controller gizmo went belly up. You can never have enough double A's, but you don't, unfortunately, so the portable GPS is AWOL, too. To navigate, all you have left are dead reckoning, celestial navigation, and your wits.

You know you're obviously somewhere in the North Atlantic, because you'd set out from Brooklin, Maine, and headed due east. The Morris 36 has averaged 4 knots, and you left 15 days ago. 15 days x 24 hours = 360 hours of sailing x 4 knots/per hour equals an approximate distance sailed thus far of 1,440 miles. Hence, using Dead Reckoning, you estimate you're somewhere east of Brooklin, Maine, some 1,440 miles. But due to random fluctuations in currents and winds and speed, you're virtually certain your assumed position of 1,440 miles due east of Brooklin, is not accurate. No problem - you remembered to bring the sextant and Nautical Almanac. You dig it out and decide to take a Noon Sight in order to derive your location.

To sum up: 1) you're sailing in the Northern Hemisphere, 2) you're north of the Tropic of Cancer (23.45 degrees latitude), and 3) the time of year is May/June. Given that, here are the basic steps for taking a Noon Sight:

1. Obtain **Hs-Max** (height of the sun, maximum), by measuring max sun height from horizon, with sextant, in order to determine Local Apparent Noon (LAN)
2. Mark down the watch time, for when LAN occurred.
3. Make 3 numerical corrections to Hs-Max
4. Subtract corrected Hs-Max from 90°
5. The resulting sum equals **Zenith Distance** of the sun
6. Use Nautical Almanac to look up the Declination, based on the marked time from Step 1
7. **Calculate:** Declination + Zenith Distance = Observer's Latitude



In the next installments of this series, we'll first go through why when using the Noon Sight method we take a Noon sight, and not say, a 10 am, or 2 pm sight, and, then we'll go through each of the 7 steps above in more detail. Till then, keep those batteries charged!



Don't Delay—You're Missing Out!

Robin Bonner

Time to Renew Your NSC Membership (Or Time to Join).

Well, the 2016 season is under way. So, if you haven't done so already, it's time to renew your membership in the Nockamixon Sail Club! (Or, if you've been waffling, then to go ahead and join for the first time!) Don't miss out on anything the new season has to offer:

- Come to the annual **ULDB Race and Picnic on June 25th. MEMBERS RACE AND EAT FOR FREE!** Separate starts for racers, cruisers, and single-handers. Food and fun galore! This event is always well attended, so it's a GREAT place to network with fellow sailors! Watch for a flyer elsewhere in this issue and via NSCPA Yahoo Groups email.
- **Network** at Club Events (Purchasing a boat? Fixing one up? Need advice? Hobnob with other club members early and often.)
- Avail yourself of **Launch Assistance** (by appointment) and **Haul Out Assistance** (in the fall, date TBA).
- **Skipper or Crew** almost any weekend during NSC official round-the-buoys racing.
- Sail the **Club Sunfish** throughout the season (whether or not you own your own boat).
- **Crew** for other sailors during club events all season long (again, whether or not you own your own boat).
- Enjoy formal and informal **Get-Togethers** on the water *and* on shore most weekends through November.

Enjoy beautiful Lake Nockamixon this season *with other club members!*

See the 2016 Membership Application, included in this issue. Please fill out completely. (Renewing members can indicate "same as 2015."). Mail with your check to the PO Box indicated. Easy!

Welcome to these new members since the last Compass issue:

Kate & Don Adriaansen	Willy Ephraim & Nina Zebooker	Charlie Yingling
Tim Bauer & Kristin Rittenhouse	Brian & Ellen Hagerty	Joy Yingling
Rick & Priscilla Costitch	Brad Kurlancheek	
Stefan Dahlmark	Andrew & Jessica Sack	

Thanks to these members who have re-upped since the last Compass issue:

David & Lisa Askey	Brad & Meghan Fitzpatrick	Bill & Marjorie Pfanstiel
George & Linda Balas	David Francis	Dan & Marlene Reasoner
Brownie (Laurence) Brownell	Michael & Carol Freund	Jared Scherrer & Lindsay Mangold
Les & Cathy Burnett	Fred Goldberg	Thomas & Martha Shaffer
Tom Callis & Tamara Smith	Evan & Amoi Goldman	Brian Scarborough
Paul & Kim Coache	Bob Gordon	Quinn Schwenker & Laura Beras
Frederick & Janice Cole	Stephen & Holly Hayick	Rick Snyder & Ellen Sebring
Ruth & John Conboy	Harry & Eleanor Latham	Craig & Becky Smith
Ray & Nancy Cope	Bernard Lewin & Mila Mendel	Tim & Deb Theisen
Kevin Docherty	Hugh McLaughlin & Stephanie Weiss	Gary & Jane Thundercliffe
John & Marianne Eckert	Bob & Shelley Meltzer	Bill & Jane Townsend
Stan Edenstein & Gail Granoff	Alan & Loretta Moyer	Jim Wambold & Linda Brown
Mark Feffer & Lynne Goldman	Brian & Maureen Murphy	Chuck & Jean Woods



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2016

Please fill out and return each year!

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, receipt of "The Compass" newsletter, and participation 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, receipt of "The Compass" newsletter, and participation 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. 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. New members who join after September 1 enjoy full membership benefits throughout the following calendar year.

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
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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____



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

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



While visiting the West River Sailing Club in Galesville, MD, Les Burnett captured this photo of the NSC burgee on display.