



THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org

NSailClub@AOL.com

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May 2017

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

In Memory of Les Burnett

Commodore's Corner	2
Rear Commodore of Cruising	5
Thistle Fleet Report	6
Sailing the Chesapeake	7
Sunfish Borrowed Boat Program	8
Woodenizing the Cabin	9
Rear Commodore of Racing Report	10



Photo by Brian Scarborough. For more photos of Les, see back page.

Have you reserved your spot for the

ULDB

yet?

Don't miss the NSC event of the season!



Details Page 3

From Brian Scarborough, Commodore:

This Spring, the Club lost one of its own, Les Burnett. Les passed away unexpectedly on April 7, 2017, before he could start his racing season. I did not know Les well or long, but I remember meeting him. He was rolling his A-cat up the lot on a custom launch dolly, and I offered a hand. We chatted about his high tech catamaran a bit, and I was amazed to learn he had built it himself. He was often tinkering with the boat, replacing standing rigging here, or rebuilding the hulls there. Yes, over the winter, he would cut the boat apart and rebuild it completely to alter the buoyancy the way he wanted it. I was always thrilled to see him out on the water, racing his own creation. Sometimes he would sneak up on us at a mark rounding, and we'd wonder where he came from. He could be that fast. Fair winds, Les, and smooth seas.

From Diane Paxton, former Membership Secretary:

I am so sorry that Les has passed away. He was a very nice gentle giant and a great sailor. I will miss seeing him sail his A-Cat at the lake and talking to him about his boat.

Here is a YouTube video he recorded from his A-Cat in 2010:

<https://youtu.be/B9JC1vVT1nQ> - Rest In Peace Captain Les



Commodore's Corner

Brian Scarborough

NSC Officers

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(vacant)

Admiralty

Bill Pfanstiel
Lynn Detwiler
Paul Prozillo
Glenn Wesley

Fleet Captains

Catalina: Greg Morrison
Com-Pac: Bill Pfanstiel
Flying Scot: Phil Scheetz
Impulse 21: Warren Mangan
O'Day: Doug Swart
Precision: Steve Hayick
Portsmouth: Craig Tourtellott
Thistle: Craig Smith

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

The Club has been working hard to get ready for the season. March was a busy month for us, between the Spring Warmup Banquet, Club boat maintenance day, and our Marina service project. The Spring Warmup was another success, with co-Vice Commodores Marsha Cooper and Laurine Valente putting together a great evening with a new (delicious) caterer at a new venue, the Dublin Fire Hall. We had great turnout, even welcoming new members who had just joined a week or so before. Mike Mandell gave a wonderful presentation with highlights of his sailing escapades with his son Sam. Sam is racing in college, and will be working as the official youth sailing coach at Stone Harbor Yacht Club this summer. Way to go Sam!

We followed up the Spring Warmup with Club boat maintenance day. We started with snow covered boats (right).

Cleaned up the chase boat (left).



Here Glen Wesley shows our technologically advanced and "safe" tongue support (right).



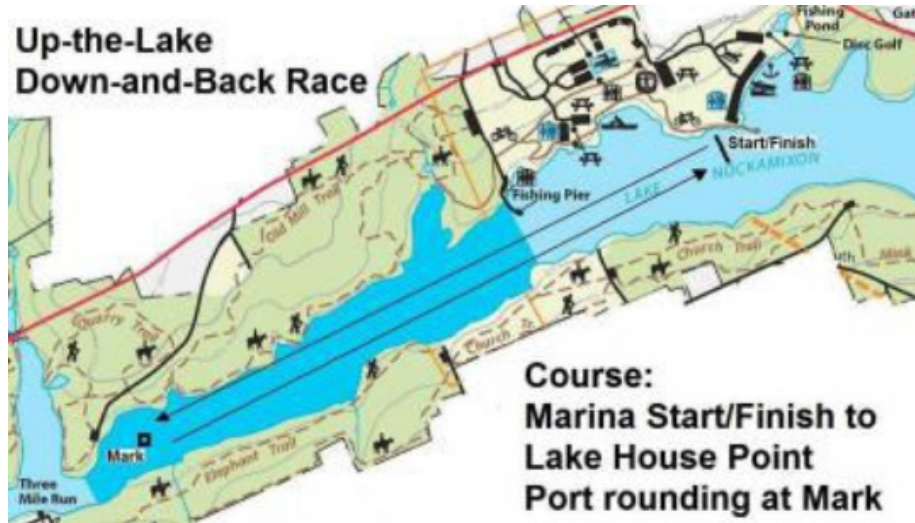
Over the course of the next few weeks, the Committee boat, perhaps one of our best advertisements for the club, got a fresh and shiny coat of paint on the outside, to replace the faded, chalky and peeling paint:



There are even 2 new chairs for the boat, to replace the greyed and shabby looking chairs. If someone wants the old ones, please take them.

(Continued on page 4)

ULDB... Up the Lake Down and Back!



Saturday June 17, 2017

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)

This year's menu will be: Pulled Pork and Rolls, BBQ Chicken pieces, Mac 'n Cheese, Tossed Green Salad and dressings. Cake and fresh fruit **dessert** will be provided.

Bring your favorite cold side dish for sharing. **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 **Caribbean theme**, so wear your favorite **colorful T**.

NSC Members and family: FREE

Non-Member Cost: \$15.00 per person

RSVP by Saturday, June 10th

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





Commodore's Corner

(Continued from page 2)

Finally, we had our annual Marina Service Project on March 25. This is very important for the club, as it fosters goodwill between the Club and Park management, and also allows us to defer the costs of our race permits. I'd like to thank everyone who came out to help as we slogged through the mud of freshly melted snow, to clear brush behind the dry storage parking lot.

Warren Mangan managed this project with aplomb, and reminded us that originally, the entire hill up behind the lot was little more than a meadow. We are hoping that once the river dries out, the Park will be able to run a mower through the area to keep the underbrush in control.



Finally looking forward this season, I think we'll have another great year. Our Co-Vice Commodores have the Up the Lake, Down and Back Picnic well planned and ready to go in June. We have the honor of hosting the Thistle Regional Championships on June 10, so be sure to come watch some competitive Thistle racing, and help welcome our guests. Rear Commodore of Cruising Colin Hannings has a great program of cruising events in store, with the Coves Poker Challenge coming up on June 3, followed by plenty of Full Moon Raft-Ups. Catalina Fleet Captain Greg Morrison is looking to have impromptu after work sailing adventures on Wednesday or Thursday nights. Please keep your eyes on our Facebook Group and Yahoo Group for notice of these types of home-grown activities.

Members, don't forget that we have a fleet of Sunfish sailboats. These are available for any Club member to use – AFTER they have been approved by Sailing Director Craig Tourtellott. The water has been too cold to safely sail these small boats, but with our past week of warm temperatures, the water will steadily warm up. Craig is working on a modest training program using the Sunfish, so please keep an eye out on our communication vectors of Club website, Facebook group, and Yahoo group for more information as this program takes shape.

I'll see you on the lake!





Rear Commodore of Cruising Report

Colin Hannings



For all of us the season doesn't open soon enough. We spend all winter remembering last season's great outings and thinking and planning for the upcoming season. Somehow, however, Good Old Boat and Cruising World are just not quite enough. When the snow melts, we get ourselves and the beloved boat ready. I just never do it soon enough.

As any purchaser/owner of an older boat knows, there is always something major you want to do before the start of the next season. The first year I had my Catalina, I had the hull painted. The painter took forever. I gave the painter plenty of information about what was involved before I took the boat up to him, but frankly, I think the task was overwhelming for him. When he finally finished, the season was half over. Never get the boat back soon enough.

Next year, since I have a retractable keel, I had the keel cable replaced. Nearly every article I read about the Catalina retractable keel lets you know you ought to change the cable frequently enough so you can be certain it will not foul when you are raising or lowering the keel. Since I hadn't had it replaced during the time I had owned it, I thought getting it replaced was the prudent thing to do. Of course it was, but I still had to wait until the boat yard got to my boat in the order of things. It didn't cause me to be nearly as late into the lake as the paint job, but the launching just wasn't soon enough.

This season, I am having the electrical system redone. I can turn a screw driver and paint with the best of them, but electrical stuff is well beyond my experience. Again the boat goes up to the yard just at the end of the dry land storage season at the park. At the yard they are always courteous and honest that the boat is in line for its repairs after the boats brought in earlier. And I am patient. But I wait every week for the call telling me the boat is ready for my pickup. Once I get the call I will still need to bring the boat back home for a clean up and waxing. All things I hold in limbo until I get that call. Got to get the pick-up truck rented and a buddy or two lined up to assist, just in case.

Over the weeks, I make a call or two to the yard just to get some information about when I might be able to go up and haul it home. Don't want to sound at all like I want to exert pressure. Want to be very careful not to make a pest of myself because at this point they have the boat until they want to give it back to me. Wow, all the power they hold!


Will I get that call? Yes! No kidding, I got the call this morning. Now I can move forward, rent the truck, line up my buddies for help and get it started toward launch!

Never soon enough!





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Thistle Fleet Report

Craig Smith



The season has started great for the Nockamixon Thistle Fleet. We have had some good attendance, lots of enthusiasm, and are seeing some new and old faces on the water. Some of the new faces you should know about are: Charlie and Joy Yingling, sailing #2528, are brother and sister transplants from Cleveland and are third generation Thistle sailors on BOTH SIDES of the family. Davis Morris, owner of #153 (YES, this was built in 1946), is a long time Thistle sailor and transplant from NC. He also plays the tuba. Quinn Schwenker is a long time J-24 crew with Mike Ingham and has won several major J-24 regattas including at least one US Championship. Tony Stuart is a sometime crew, sometime skipper who was an active Sailmaker and racer in California before he relocated to Kintnersville, PA. He is also a great chef and will be cooking our NJ Thistle District Championship dinner on June 10th.

Below are the daily write-ups from our first two Thistle fleet race days. I enjoy writing these and look forward to doing more of them.

Recap from Race Day #1 on April 29, 2017:

I'd call our first Thistle fleet race day a great success!! We had 7 boats hit the line to race in great winds of 6 to 9 knots with gusts into the teens. The conditions were challenging with lots of velocity changes and 40+ degree wind shifts throughout the day. The 7 boats that raced were Dan, Paul, Quinn, Gary, Charlie, Jarrett and me. Both Brent Benson and Dave Morris had their Thistles at the lake but did not make it on the water in time for the racing. My favorite moment of the day was in race 2, when Gary and Robbin Bonner rounded the leeward mark and had problems getting down their spinnaker. This forced them to the right side of the course while the rest of the fleet tacked right after the rounding went to the left side of the course. That leg saw Gary and Robin get a big right shift with more pressure and they held a lead of about a half of a leg for most of the race. The crafty Dan Reasoner did catch some nice shifts on the third upwind leg and passed Gary and Robin just before the finish.

Dan Reasoner and crew Brian Scarborough (NSC Commodore) won the day with finishes of 1, 1, and 2. I sailed with Rick Antrobus, the owner of the beautiful boat I was sailing, and we finished in second with finishes of 2, 3, and 1. Paul Prozzillo finished in third with scores of 3, 4 and 3. Paul was sailing with his son, Enzo and local hotshot, Tony Stuart. There were some other great things that happened on Saturday. Charlie and Joy Yingling (our resident 3rd generation Thistler sailors), launched their boat for the first time after having a bunch of work done on it. Apparently not all the rigging was in place, so they get the "Perseverance" award. Enzo Prozzillo gets the "I Had A Great Time Today" award. Quinn gets the "Let's Baptize My Brand New Crew" award for his capsized in race 3 (hopefully your crew WILL come back - He seemed great!). Gary and Robin Bonner get the "I Almost Beat Dan Reasoner" award for their near triumph in race 2. And finally, Jarrett's crew and girlfriend gets the "Boy, It Sure Can Get Windy Here at Lake Nockamixon" award for sailing in the most wind she has ever sailed in, and I think she STILL had fun!!

Recap from scheduled Race Day #2 on May 13, 2017:

The Nockamixon Thistle fleet Race day #2 was scheduled for Saturday, May 13th. The weather was lousy with steady rain all day. Warren Rosen and I showed up and were willing to race if races were held, but no other fleet members showed so the racing was cancelled for the day. In addition to Warren and I, three crew showed and were ready to race. These were Tony Stuart, David Radeschi, and Dave's friend Rick. Say thanks to these guys for showing up the next time you see them. That is true commitment and dedication to the sport. Also, Quinn Schwenker and his crew from last week, Brad Bovee were there to help run the races. It

(Continued on page 10)

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Sailing the Chesapeake in May

Russell Schuss & Steve Hock

A friend and I trailed our 22 footers down to Sandy Point State Park in Maryland. He in his Catalina 22 and I in my O'Day 222. We scheduled a 5-day event, starting out in a little cove behind Gibson Island, just off Sillery Bay.



It looked quiet enough when we started, but once out into the bay it was quite different. Heading in to the Magothy River we were headed dead into a 17 mph breeze gusting to 30mph. Also the temperature was in the high 40's and I didn't realize it until my teeth started to chatter. That brought out the foul weather gear. I guess that the outgoing tide from the river and the wind coming straight down the river was more than we had expected. The intention was to put the boats in the water and motor to Gibson Bay then rig the boats for sailing the next day. Good move. The weather didn't subside until late the following afternoon, which we discovered by poking our bow out into Sillery Bay. One more night at Gibson Island and then

an early start for sailing to Annapolis where the good food and drinks are.

This is Sandy Point Lighthouse; It was still breezy this morning; so we went easy under main only. As the day progressed the wind increased to 17 mph again but it was steady.

Never having arrived by boat, I entered the wrong cove which required me to get smart and look at the charts.

Here at Annapolis we tied up for the night and enjoyed the area. After two days cooped up in the boat, I needed to walk. I'm a walker. And walk we did, right into cocktail hour, dinner and people watching.

The next day was the perfect sailing day. Seven to eight mph breeze out of the North East. We could have sailed forever. After the best-time-ever on the water we finally headed for South River, our destination, Selby Bay.

We headed for the Thomas Point Lighthouse to get a bearing of 294 deg. and made for our evening anchorage.

Two guys, two small boats, one wonderful time. We headed back to Sandy Point State Park to complete a great adventure on the Chesapeake Bay.





Sunfish - Borrowed Boat Program

Craig Tourtelott

NSC sailboats are available for sailing by NSC members at no charge on a first-come, first-sail basis, except for special NSC events. NSC sailboats can be reserved for special NSC events. Individual NSC members (and guest) may qualify as a 'SKIPPER' by demonstrating the following:

- proficiency with sailboat rigging
- proficient sailing ability in a minimum of 5-knot winds, including upwind/downwind sailing and jibing/tacking
- the proper approach to dock
- review and understand the correct sailboat-righting (self-rescue) technique

Each SKIPPER will sign out the NSC sailboat and equipment at the NSC equipment shed. The SKIPPER will inspect the sailboat hull, spars, sails, and rigging to ensure craft seaworthiness before use.

There is more to read on the paperwork in the equipment shed. Most important is to keep safe. We are looking at developing a more direct sign-out and sign-in form on the NSC web page. Okay what can you do? 1) Use a boat and learn to sail; 2) have a fun day sailing; 3) return the boat and report any issues.

Clean up day for the boats was May 6 at the marina. Day started out with a little sun and high winds. At 10:00 am volunteers started to show. Lynn Detwiler and Gregory Hough brought some wax and buffer. Glenn Wesley helped off and on as he was working on his Flying Scot. Since the regatta was cancelled a few more stepped in to help. Dan Reasoner and Marsha Cooper got a bit wet with the spray washer. Thanks to all and many not-named volunteers. The boats shine now and are ready to sail, provided the water warms up.

Watch for more info to come related to sailboat lessons and the Sunfish for club members. If you have a need for more lessons and wish to be a helper, drop me a line Craig T (ctourtel@verizon.net).



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Rigging

Figure 2 depicts the goal. Steps follow.

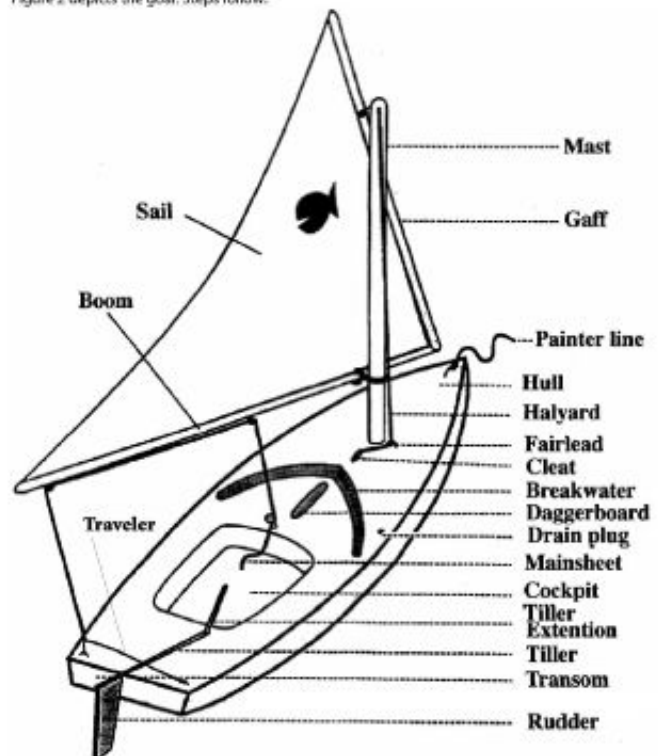


Figure 2. Rigged Sunfish



"Woodenizing" the Cabin of your Fibreglass Sailboat, Part 1

Brad Kurlancheek

The first half dozen times I'd slept on a boat in the water for a number of days at a time while at anchor in sheltered coves were spent in the cozy confines of a 13 foot wooden sailboat of my own making (Fred Shell designed Swiftly 13). Like many multichined microcruisers, there's hardly any sitting headroom in the cabin and just enough legroom to stretch out my five foot nine frame, as long as I nestle my head and shoulders in the nook near the mast step, between the bottom and first two chines of the starboard side of the hull, while my feet lay down on the opposite side, under the bridge deck. If cold, I close the hatch. If warm, I leave it open and attach across the opening a screen frame secured with velcro. On many of those nights on the wooden 13 footer, even though I'd recently passed the 50 mark, I was as giddy as a child, sleeping at anchor in a boat made from my own hands, with the stars overhead, and the moon shining high, while I heard and felt the wavelets slurp and driddle along the hull sides.

After a few years, however, the yearn for larger accommodations, more stability, and a bit more capability took hold, and so I acquired a Montgomery 15. Granted, to many, such a boat may yet still reside in the category known as "tiny," but to me, having sailed and slept many nights on and in a 13 footer, the cabin of my Montgomery 15 seemed rather spacious, if not cavernous.

In fact, when I sleep at anchor on the Monty, having all that empty room to my left and right, can be downright disconcerting. I suppose one of the good things about a tiny cabin such as the one on the wooden 13-footer, is that when the boat rolls, you're not going to be thrown across the boat anywhere, because you're already there.

Another feature of the Montgomery 15 which perplexed me was the stark fibreglass surface of the interior cabin. It surely didn't equate to the warm soothing ambience and comfort I'd experienced in the cabin of my 13 foot microcruiser. There's just something about wood, for furnishings - maybe it's because in some sense it's alive, it's organic, and so somehow it helps ease the sense of loneliness & anxiety lurking in the background of the human condition.

I sought to remedy this problem. I set out to "woodenize" the interior of my Montgomery 15. The "how" of that took many months to resolve. I researched the internet, sought out youtube videos, read articles, discussions, and forums. Unfortunately, there's scant little information on the topic.

After mulling the problem over in my mind for over a year, I'd finally set on using quarter inch "cork" sheets. But that idea faded as soon as it arrived. Cork isn't really wood-wood. It's comfy, but not beautiful. After that, I'd resolved to use thin plywood paneling, like the sort used in mobile homes and basements. But I didn't want my boat's interior looking like a mobile home or basement. Scrap that one. A third idea was to use peel and stick vinyl fake floor planks. This seemed like an easy, fast solution...except, vinyl ain't wood. It's just vinyl.

The final and chosen idea was to buy a couple hundred feet of simple one quarter inch thick, by 2 inch width, by 8 foot length, pine wood unfinished strips you can get in quantity from hardware stores. Strips of wood, one on top of the other, like wood flooring planks, seemed to me the best, most authentic, aesthetic, economical solution. It'd be lightweight, too - only about 10 pounds total.

My Montgomery 15 interior hull is

(Continued on page 10)





Rear Commodore of Racing Report Gary Bonner

The NSC's 2017 racing season is well under way. We began with three not-so-frostbite frostbite race days with relatively mild temperatures and good turnouts. The first invitational regatta and the first fleet racing day of the season did not fare as well, with rain cancelling racing for the following two weekends. The May invitational regatta will be rescheduled for July 29th. The forecast looks good for the Victor Jaczun regatta, which will have been sailed by the time you read this. The next big racing event is the ULDB/Picnic on June 17th, details of which you'll find elsewhere in this issue.

"Woodenizing" the Cabin of your Fibreglass Sailboat

(Continued from page 9)

roughly 8 feet long on both sides, from the companionway bulkhead to the bow, and so I thought all I'd have to do was lay each 8 foot long, 2 inch wide strip, down lengthwise, one on top of the other, starting from the joint between the bottom and the hull sides, row after row, up to the joint between the cabin roof and the hull sides. I'd use either 3M 5200 marine sealant or 2 part epoxy to affix the 8 foot long strips directly to the hull. Easy peasy. Should take a day or two.

Nope.

I should warn you at this point that this project was anything but easy. All of my initial assumptions were wrong. For example: 8' long strips, one on top of the other? Not happening. Wood strips don't lay comfortably on top of each other when forced to curve as well. Also: The idea of gluing the strips directly to the hull.... nope, not happening either. When you figure out how to hold an 8 foot strip of wood to a constantly curving hull, while the glue dries, please let me know. And, the short construction time? Nope. Project took upwards of 200 hours. As an added bonus, much of the work is done in a cramped environment, where you're working on your side or on your back. Likewise, if you do the work during the winter, it's going to be cold. You'll be wearing a coat and gloves inside a tiny cramped space....

...and wondering, "Why?" You'll hear yourself saying, "This is nuts. I'm crazy. It's a fibreglass boat. Nothing wrong with that! It has a fibreglass cabin. That's okay! Nothing wrong with it! Get used to it, nucklebrains. Others have, why can't you?"

I persisted. Glad I did. The outcome's worth it. But two nagging problems were that: a) Few people go through the trouble of doing this (and there must be a reason for that!), and, as such b) there's no instruction manual - no step by step procedural guide - to assure you you're not about to ruin a perfectly fine sailboat cabin.

Bottom line: If you're going to take on this project, you'll need to really, really want to woodenize your sailboat's cabin, because it's a goshdarn lot of work. If you're exclusively a day sailor and don't sleep in your boat's cabin, a project like this obviously isn't necessary. It's likewise unnecessary if you don't have a problem sleeping or hanging out comfortably in a cabin surrounded completely by fibreglass. And if you're that way, I envy you.

Part 2 next issue goes into the specifics of how to woodenize your fibreglass sailboat cabin.

Thistle Fleet Report (cont'd)

(Continued from page 6)

looked like they were not sad that we had to cancel the racing.

These two RACE DAY UPDATES were posted on the Thistle Fleet 176 distribution list in Yahoo Groups. If you would like to join this Yahoo Group, please let me know at casmithlo@comcast.net and I will provide sign on instructions.

Our next Thistle Fleet race day is on June 3rd and let's have another great turnout. Finally, we are hosting the NJ THISTLE DISTRICT CHAMPIONSHIP REGATTA on June 10th. This event comes to our lake about every 5 years, so let's make sure this one is MEMORABLE with a GREAT turnout from Fleet 176.



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2017

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 their 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 1st enjoy 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 defending same, including reasonable attorneys fees, arising out of my participation in any NSC event.

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

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

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

Check# _____, Date _____, Amt _____



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Any Questions? Contact Dan Reasoner
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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
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\$30 for 14"x21"



NSC Tote Bag and Water
Bottle \$5.00



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\$2.00 ea. or 6 for \$10.00

The Nockamixon Sail Club
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Additional photos of Les Burnett by Brian Scarborough