

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org

NSailClub@AOL.com

The Newsletter of
The Nockamixon Sail Club
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Fleet racing May 5—photos by Bob Gordon

Top to bottom: Thistle and Flying Scot fleets approach the windward mark; Debbie and Randy Blough sail in light winds; Steven Petres and his daughters try their hands at racing on "Silver Girl", which they newly acquired from George Balas in April.

ULDB (Up the Lake, Down and Back)

Don't forget! The NSC event of the season is Saturday June 16th

This is an informal race for all fellow sailors and guests, followed by a catered picnic!

See details page 3

NSC Officers**Commodore**

Brian Scarborough
bscarborough@me.com

Vice Commodore

Marsha Cooper /
 Laurine Valenti
mlcoop@verizon.net
keepsmlin49@yahoo.com

Rear Commodore of Racing

Gary Bonner
grbonner@gmail.com

Rear Commodore of Cruising

Colin Hannings
colinmhannings@gmail.com

Quartermaster

Craig Tourtellott
hilltopsailor@verizon.net

Treasurer

Tom Smith
smithtjr@gmail.com

Communications Officer

Bruce Idleman
bdi2@lehigh.edu

Membership Secretary

Judy Morrison
jmorrisonpt@verizon.net

Admiralty

Lynn Detwiler
 Paul Prozillo
 Kim Coache
 Paul Servantes

Fleet Captains

Catalina: Greg Morrison
 Com-Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozzillo

Park Liaison

Warren Mangan

Web Masters

Craig Tourtellott
 Phil Scheetz

Compass Editor

Ken Van Camp
ken_and_me@yahoo.com

Commodore's Corner

Brian Scarborough

Hello, Nockamixon Sail Club members! As of my writing this, in early May, I expect you all feel as if the season has started. Intellectually, I know this to be true. Although it was January 105th a few short weeks ago, something is going on outside. There are flowers and green stuff growing! To many, that means it's time to go sailing. To silly me, it's time to work on this year's boat projects. At the Spring Warmup, someone joked with me that I specialize in "not putting that boat in the water," and it's only partially true. I fully intend to put it in the water... after I replace this, and fix that, and polish this part here, and maybe paint that over there....

Speaking of the Spring Warmup, it was a great kickoff this year. We had an excellent turnout; one of the highest attended Warmups I can remember. We all had a great time seeing everyone again and making new friends. There were many new faces and new members. Russ Schuss did a great presentation on trailer sailing the Chesapeake Bay, proving our little lake boats are well up to the challenge of bigger water and bigger trips.

Racing has already begun, and the first half of the Frostbite Series is complete. We've had our first Invitational Regatta, and it was well attended. Note that all boats are welcome to participate in a regatta, with a single start format, and scored based on Portsmouth Handicap number. If you would like to race your boat, please feel free to come out, no matter what kind, as we can look up your handicap number. I understand our Flying Scot fleet is strong, with new members and some familiar boats changing hands. On the Thistle side of the one design classes, the fleet has a fully rigged boat stored in a wet slip, ready to be raced. So, even if you don't want to race your boat, there are no shortages of opportunities to crew or skipper in a Flying Scot or Thistle!

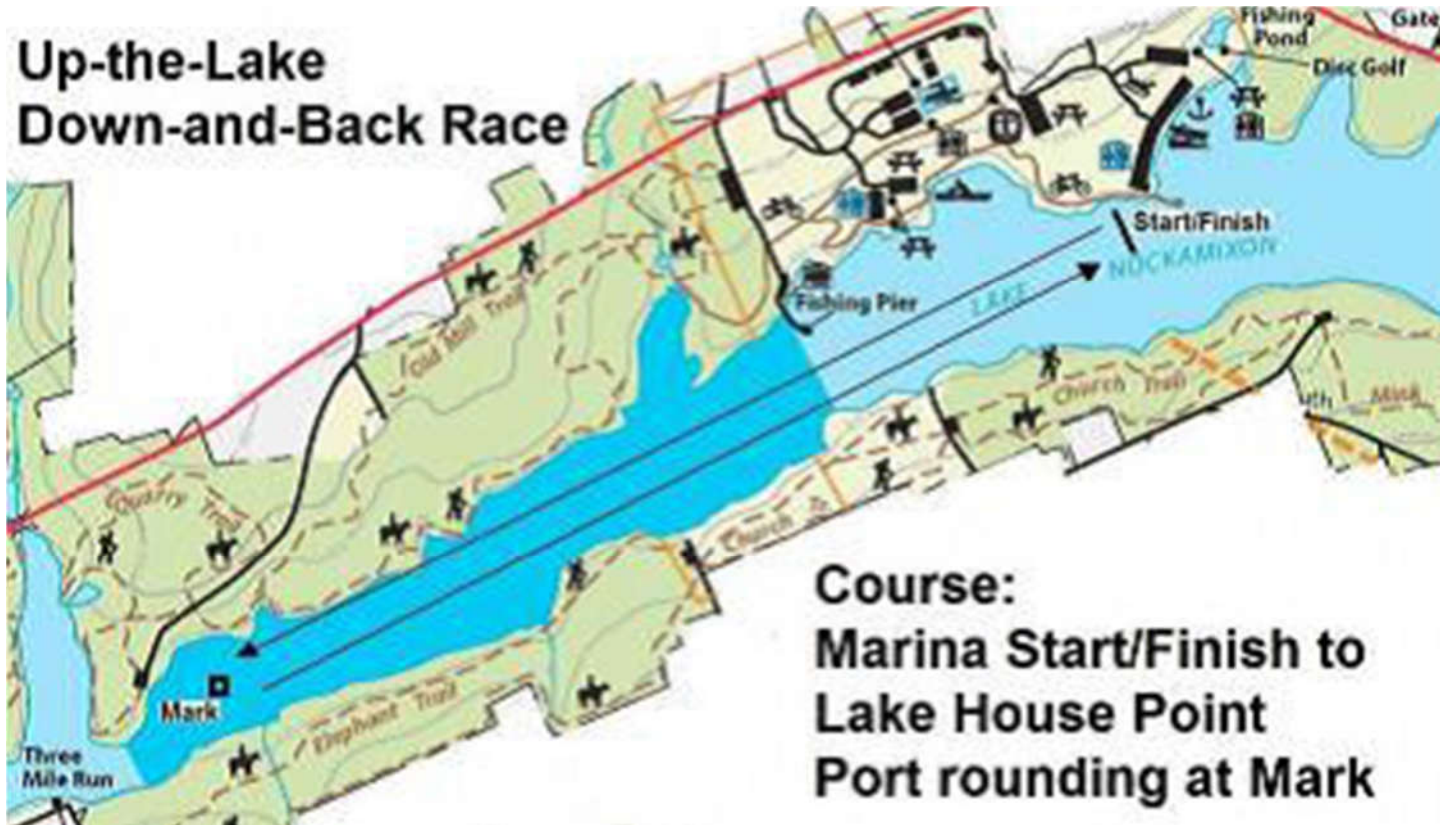
On the cruising side of things, I have heard many member's boats are already launched. I've seen pictures of a few early season sails posted on social media, and even Chet Geyer bravely sailed his Hobie 17 with his wife. The air was warm, but he informed me that the water is still plenty cold. I wonder if this is the last time his wife will sail the Hobie 17 with him?

Speaking of social media, although the Club website is the main communication source people should consult on a regular basis, I have seen that there has been great activity on the informal Facebook Group, Nockamixon Sail Club (NSC) Group. Although this is not an official Club maintained resource, I have been encouraged that there are many new members interacting, finding answers to problems, and other members lending a hand.

Hopefully, your season has started well. The Club is raring to go!



ULDB...Up the Lake Down and Back!



Saturday June 16, 2018

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. Water and cake for 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. Wear your favorite **colorful T's**.

NSC Members and family: FREE

Non-Member Cost: \$15.00 per person

RSVP by Saturday, June 9th

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



Catalina Fleet Report

Greg Morrison

While I may be the Catalina Fleet Captain I am relatively new to the boat, so I thought it might be interesting to explore the path that lead my wife Judy and I to our Catalina 22. In 2006 we purchased a Flying Scot which we enjoyed for ten years primarily in a racing capacity. In 2016 we decided it was time for a change and established several objectives. First, we wanted to shift focus from racing to "just sailing" and for Judy this often means napping, hence our boat name "Nap Time." Second, I wanted to single-hand more frequently which is easier from a wet slip so we made that switch. Third, we wanted the space and comfort to bring guests including non-sailing ones. Finally, we wanted to enjoy other aspects of boating such as anchoring out for dinner and a nice sunset or moonrise.

We had a few key features in mind for the new boat. One important one was a large comfortable cockpit which allowed for lounging, napping, and guests. We did not want a center-cockpit traveler which is great for performance but potentially treacherous to non-sailing guests attempting to move about. We were not terribly worried about the interior because we knew that for all practical purposes the boat would not leave the lake much. Trailering to fun new destinations and staying aboard sounds great but we knew it was unlikely to come together for us

(Continued on page 5)



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**A rare image of Judy out of her normal napping position
(Editors take no responsibility for this caption!)**

Catalina Fleet Report (cont'd)

and we did not have a suitable tow vehicle, relying on friends or possibly rentals for that twice-yearly duty. I preferred a boat that was still in production figuring that it might be easier to obtain parts and aftermarket support. We learned from our positive experience with the Flying Scot that a strong owner's group is nice to have for advice and tips or just chatting. And finally, while I knew I would be giving up the excellent performance of the Flying Scot I did want a vessel of proven sailing pedigree...because after all, that is still the best part!

There are many fine boats that fit the bill but for no particular reason (cue Forrest Gump) we started considering the Precision 23 and the Catalina 22, both of which I had sailed previously with positive experiences. We looked at one Precision 23 but the trailer documentation was questionable which I had heard can be a headache. Commodore Brian Scarborough then sent me a link to a Catalina 22 which we purchased, probably too abruptly but it was already May and I needed a boat!

Did we meet our objectives? Yes! We have been very happy with our Catalina 22. Our particular boat showed more wear and tear once we really got into the nooks and crannies but that is the fault of the previous owner not the design or build quality, and I should have done a more thorough inspection. I have been quite pleased with the sailing performance and single-handing is easy so I enjoy more days on the water than ever. Sometimes on windless days we are happy just to anchor and relax, and we love using our grill to cook out on the water especially as part of a club raft-up. The boom is quite high, maybe a touch too high from an aesthetic standpoint, but it sure is nice that the risk of head-banging particularly for non-sailing guests is minimized. I hadn't thought of this in advance but the relatively low freeboard is great for the lake as you feel very close to the water. We have the "Sport" model so the interior is uncluttered and simple with easy to clean vinyl cushions, but comfortable enough to sleep aboard occasionally. We thought we would want a portable head but have found we can get away without one (perhaps the less said the better here). The mast is lighter than I anticipated and is easy to step with two people. The swing keel design gets the ballast deep into the water which results in a very stable ride, but of course there are some maintenance aspects of the keel that are a bit cumbersome. All things considered we find the boat well-suited to our type of sailing now and look forward to lots of fun in the future.



Thistle Fleet Report

Craig Smith



The 2018 sailing season promises to be a great one for the Nockamixon Thistle Fleet. Our first race day was held on May 5th. Congratulations to Dan and Ben Reasoner for winning the fleet racing AND the NSC regatta that was held on that day. We had a good turnout with 6 Thistles on the line. Gary and Robin Bonner were second in the fleet racing and 3rd in the NSC regatta. It was a beautiful day for sailing with temperatures in the 70s, and Winds from the Northwest at 2 to 5 knots. The other competing skippers were Jarrett Sheerer, Warren Rosen, Dave Morris and Paul (and Enzo) Prozillo.

May 12th was not a Thistle Fleet race day but we still had 3 Thistles on the line. Jarrett and Lindsay dominated the day with 3 line wins, Warren Rosen got second place for the day, and Andrew Park borrowed Ernest's boat and took his son and Craig Smith as crew and finished in 3rd place among the Thistles for the three races. Weather was overcast, temperatures were in the 60's, and the winds were in the 4 to 8 knot range.

The remaining Thistle fleet race days are June 9, June 23, July 14, July 21, August 18, September 8, and October 13. You need to sail 50% of these races to qualify for the fleet championship so please put these dates on your calendar. The other NSC regattas are May 19, June 16 (ULDB), September 15th and October 6th. These events will determine the NSC Club Champion. There are a few other fun regional regattas of note that we should support. June 2&3 is the New Jersey District Championship to be held in Westport CT, which will also be the location of the 2018 THISTLE NATIONAL CHAMPIONSHIP from July 28 to August 3. Let's make sure that we are represented at both of these events. These should be memorable and I know several of our teams already plan to attend. If you can't bring your boat, please sign on as crew. The 2018 regional regattas will end with the awesome East Coast Fall Series. This is a series of 8 regattas in September and October which are always fun and memorable, and are held in some of the best sailing locations on the east coast.

The Thistle fleet is always looking for crew whether they are experienced or not, so if you know of fun and energetic people who would like to join us for some exciting sailboat racing, please let us know.



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Flying Scot Fleet Report

Phil Scheetz



Flying Scot Fleet 163 has a great summer coming up. Racing has already begun, and several big events are coming up.

On June 3rd, we will be hosting the Rotary International Exchange Students, for a fun, out-and-back race, in Flying Scots, for their summer picnic. Bring out your Scot, take some great kids sailing, and enjoy the picnic with the Rotary Southeast PA District Youth Exchange.

The weekend of June 23, brings us to the Flying Scot Greater NY District Championships at Sprite Island, near Norwalk, CT. This is a two-day regatta, at a super cool spot, on a small island, which is occupied entirely by the Yacht Club. Who's ready to race?

July 7 brings the 1st Annual Glenn Wesley Memorial Regatta, at Lake Nockamixon. We will welcome Flying Scot racers from around our region to our beautiful lake, for a one-day regatta. All Fleet members are welcome to race, and if you can help with any logistics with food, registration or running the event, let Phil Scheetz know. Glenn would have loved the regatta, with his Flying Scot friends, so let's make it a great event. Watch for details on the NOR, coming soon.

There are many other great Flying Scot events, nearby. Watch for Fleet emails with more details and the Fleet Calendar. Let's have a great summer!



Making a Pack List for Cruising - Part 1

Brad Kurlancheek

Making the Pack List starts with the simple question: "Suppose I were to spend several days living on my sailboat by myself on the water, away from marinas and supplies. What would I need to have with me?"

Begin compiling your pack list several weeks prior to launch date. Use your favorite word processing program, adding items as the finer details of your cruising trip begin to take shape. If instead, you decide to construct your Pack List a day or two before departure, you're likely to miss stuff you'll wish you'd packed. One time, before using pack lists, I'd forgotten the Centerboard. I mean, who needs that?

Divide your Pack List into two or three columns, and start adding items in a sort of helter-skelter way, not being judgmental as yet whether an item belongs or not. In the beginning, you're just brainstorming. Start with the obvious items first, e.g. Mainsail, Jib, Life Jacket, Rudder, Tiller, and of course, the Centerboard (ha ha). Of course you can just copy and paste from Pack Lists other sailors have posted on the internet, or have published in the back of cruising books, but I find it more fun to make my own list first, and then to check published lists last for items I'd missed.

I pack enough for at least 6 days, planning to always anchor out - never resorting to marinas or mooring balls. The idea, for me at least, is to be completely self-sufficient, shunning the usual convenience of onshore power, shore food, bathrooms, and the whole miscellany of onshore conveniences. Basically, you're going camping in the woods, only you're on your boat.

Why 6 days? For me it takes 2 days to get used to the whole enterprise, another 2 days to really start enjoying it, and another 2 days to get back to where you were. A couple of times I've been out 10 days, and one time, due to small craft warnings and continuous northeasterlies, 14.

The place I usually go for such trips is somewhere on the Chesapeake. There's so many inlets and bays and rivers there, you can spend a lifetime exploring the region. There's the added convenience of easy anchoring (silt and mud mostly), in sheltered anchorages galore, in shallow waters. Obviously, the shallower your boat's draft, the more anchorage choices you'll have.

Many towns have wide concrete boat ramps where you can park overnight free for several days, though some counties charge a seasonal fee of \$50. Research your planned boat launch ramp first, via internet resources, and take a good aerial look at it, or streetside if you can, using Google map. It's smart to have planned for a backup boat ramp nearby, in case your first choice proves to be a no-go.

The Chesapeake seems to offer just enough boat traffic to keep it interesting, but not so much that you're getting tossed and turned constantly by wake inducing motor boats. There's an active sailboat community throughout the Chesapeake region, and as a sailor, in some ways you might feel like you've come home.

(Continued on page 9)

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Pack List for Cruising (cont'd)

Regardless of where you go, while constructing your pack list, certain factors and a certain mindset, might prove helpful, such as the following:

- 1) Love your boat. I mean really love it, to the point where if no one's watching, you'll even fondle him/her/it from time to time, because you're truly in love with your boat, and you'll talk to your boat, and you and your boat feel like one.
- 2) I'm writing here about the solo, self-contained cruising trip. It's not for everyone. No stopping in marinas; no docking and walking off into town. Most of the time, you're going to be all by your lonesome, and often won't see another soul, house, building, or boat anywhere for hours or days. It helps to be comfortable with that, to be able to be alone, but not suffer from loneliness. You must enjoy or at least tolerate your own company, and that of your boat, and should truly enjoy sojourning on the water, the two of you (you and your boat) out on your own, pushing the limits, or just having a relaxing old time. I can tell you that the times I've woken at dawn and raised the hatch, sipping that first cup of coffee, looking out into the still waters, feeling the warm breeze - well all that's been etched indelibly into the parts of my memories reserved for "best & fondest memories."
- 3) You ought to know your boat well and what it can and can't do. You ought to be prepared for most any emergency, which means having a good first aid kit, wearing a life jacket, being appropriately tethered in, and having on board epoxy and fibreglass or other supplies to deal with a hull breach. A VHF Radio is highly recommended, not only for emergencies, but also to just help pass the time listening to the chatter between local fishermen, and to receive NOAA weather observations and forecasts. Some cruisers take EPIRBS and SPOT Satellite Messengers. It never hurts to have one. Just don't activate it accidentally. :) I usually have a designated float plan person - a friend to whom I send a text at least once a day.
- 4) You ought to have a good deal of experience sailing your boat single handed in 10 to 15 knot winds, and you should be able to handle yourself safely in 15 to 20. If your sail reefs, you should have that procedure down. If you haven't sailed in several weeks, getting out for a daysail or two, prior to the cruise, will do wonders for your confidence, and make your cruise less stressful.
- 5) Take at least 2 anchors. Rode's snap, knots untie, hooks snap, anchors are lost. If that happens to you, your big cruise is deep-sixed, unless you have a 2nd anchor. Sometimes your chosen anchorage is a bit windier than you'd planned for (always after midnight, always after you're well-settled in), and on such nights it never hurts to throw the 2nd anchor out for safety's sake. I've yet to look outside the hatch, during the wee hours, to suddenly discover that my boat and I have been in travel mode (!), but you never know.
- 6) Never anchor on a Bay. For me, the definition of "Bay," as it applies to the Chesapeake, is any place where your boat, at anchor, is going to be exposed to either a long open fetch, or a wide thoroughfare, that's prone to be often used by other boats. If you do choose to anchor in such spot, get ready for a rough, bouncy night. The wakes from boats near and far will heartily bounce your little boat up and down, as you lie awake counting sheep, resolving never again to anchor in a Bay.

Part 2 in Next Issue of The Compass.



Rear Commodore of Cruising Report

Colin Hannings

Sunfish Are Ready

Our Sunfish are ready for the season. On Saturday, May 12, our Sunfish were cleaned up and made ready for the season by the cooperative efforts of new members Cathy & Scott Reynolds, Chet Geyer and yours truly.

We all arrived with our buckets, brushes, rags and cleaning solutions and quickly went to work. It was a cloudy day with rain consistently threatening but with our combined effort we had all six Sunfish cleaned in about two hours.

It was a great working party. Everyone got their hands dirty and pitched in with no hesitation. We were swiftly able to figure out a routine to wash and clean each boat. Rinsed them off, scrubbed them with brushes soaked in water and cleaner, scrubbed and rinsed again and dried them with a damp rag. Since no one had a vehicle with a hitch, we carried each Sunfish over in turn to our water outlet.

We have a great asset with our six Sunfish. While it appears to me they are under-utilized, we should all be mindful of their availability. I cannot think of a better way to make a change in your sailing routine than to take one of the Sunfish out for several hours and revisit the joy of handling such a quick and responsive boat. The experience will probably take you back to your initiation to sailing and the exhilaration of being so close to the water and being on your own. Check our website for the rigging guide for the Sunfish and take one out!

By the way, if it has been a while since you have rigged a Sunfish, our website has EXCELLENT instructions on how to set the Sunfish up for a day of fun. Go to the menu bar at the top of the site, hit the NSC tab and the drop-down will show Club Sunfish Use. When you hit it, the directions will show. Print off the forms and directions and you'll be ready to go. It is probably best to check out the website's instructions and forms a few days before you go to familiarize yourself with the procedure. Safety First!

My Trip to the British Virgin Islands

My wife and I and two of my longest term friends and their wives took our trip to BVI in the first week of May. As you may recall from an earlier edition of the Compass, there was a fair degree of concern regarding the condition of the islands and the facilities.

We had a great time. The sailing was swift. We averaged 20 knot wind speed each day. I found that speed surprising but we handled it well. I will not recount each day's sailing and each afternoon and evening's stop and restaurant, but suffice it to say, we did not suffer at all.

All essential services are restored. There is still a lot of debris in Road Town and other "developed" areas, but I was there for the sailing, so I was not disappointed. Still, there are a lot of missing roofs, windows and closed eateries. If you go this year, you cannot expect a "full service, soup to nuts" experience.

First day we sailed to Norman Island. Next day was Jost Van Dyke and Foxy's. Foxy's was open and doing a fine business. He still sings for the customers and continues to have the possibly pornographic nearly life-size statue of the chimpanzee. All the old T shirts hanging from the ceiling were gone. My buddy couldn't wait to hang one of his shirts up to add to the new "collection."

We got to Cane Garden Bay, Marina Cay, Spanish Town and Cooper Island. Frankly, there was so much to see, I con-

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Sailing... Pass It On

Ken Van Camp

In April, I spent a 3-day weekend sailing the Choptank River and some smaller tributaries of the Chesapeake Bay. In some ways, it was old hat since I've sailed the Choptank a couple of times before - but in other ways it was new.

The two new things were a new boat (well new to me), and having my son aboard with me. The boat was an O'day 192, which I bought in the middle of last season and had not been able to "cruise" aboard until I spent some time getting it ready. This winter I worked steadily on her in my back yard, getting her outfitted for cruising.

But having my 25-year-old son Michael join me for a 3-day cruise was definitely a first. If I look back on how far he's come in the 7+ years since his near-fatal motorcycle accident, I can realize just how blessed we are. That he's re-found his love for sailing is a bonus. When he was young (10 or 12), we used to race our Thistle together on Lake Nockamixon. He also used to enjoy tooling around on our family minifish. But as he got into his teenage years, he found girls and other things to occupy his time, and sailing was not on his list of favorite pasttimes.



This is not an unusual story, of course. Many children of sailors enjoy sailing in their younger years, but leave it behind in the teenage years. But don't lose heart - many do come back to it, like my son.

The weekend brought us some exciting sailing weather, as the spring winds on the Choptank River have usually brought for me. The Choptank is a large river, in some spots wider than 5 miles. On our first day of sailing (Saturday April 21), we were in sunshine, 75 degrees, and 10-15 knot winds out of the southeast - which was at our backs as we left the boat ramp at Cambridge and headed for our first night's anchorage. It was perfect sailing conditions, and Michael steered for the entire 3-hour trip, easily guiding us into our anchorage in a small cove near the mouth of La Trappe Creek - a distance of less than 5 miles.

Weather on the remaining days was not to be quite so accomodating. That night, the wind clocked around 180 degrees, the temperature dropped into the 40's, and the wind picked up enough to signal a small craft advisory. Our plan had been to sail 10-12 miles northwest to Tilghman Island on Sunday, where we would stop for dinner at a restaurant on Knapps Narrows before anchoring in Dun Cove for the night. However, with 10-15 knot winds gusting to 20 and predicted high temperatures in the low 50's, beating to windward was not our idea of a fun afternoon.

So instead, on Sunday we slept in, cooked a hearty breakfast (luckily my galley was ready for use, either in the cabin or in the cockpit), read, played some games, and talked. We ventured out to sail for a couple of hours in the afternoon, exploring more deeply into La Trappe Creek, but didn't go far. We had plenty of food for 3 days, so we opted for an easy day.

It was also a good time for long discussions and father-son bonding. It



(Continued on page 12)

Rear Commodore of Cruising (cont'd)

sidered the trip only an “introduction” to sailing in the BVI. The sea was so brilliantly blue I rarely wore sunglasses since I wanted to see the color.

Spanish Town gave us a good example of the conditions. We pulled in there to fill up our water tanks. No water when we got there. Maybe later that day or the next day. So we went to the grocery store and to dinner. As there was no flowing water, there was no bottled water in the grocery store. Also no bananas. We walked to the dinner spot. As we approached it, we saw a wedding party getting the photographs taken. We went to observe and wish them well. They also had a drone taking some photos of them as they were on a dock. As we were watching, one of my buddies said, “I’ll bet the wedding reception is going to be at our restaurant.” He walked the half a block to the restaurant and found out he was correct. We were frozen out from the restaurant by the wedding, so we had to walk past the grocery store, past the dock to perhaps the only other restaurant in town. The food was fine but that night we walked for our dinner. Once we got back to the dock about 8:00 PM, the harbor master said the water was back on. We filled up first thing the next day. We were told some main water pipe had broken and the whole island suffered the result. The harbor master was great. She had a case of water for us when we returned from dinner. She had given us comprehensive information on where to eat and she kept us fully informed on the water situation.

One interesting feature at some of the harbors or bays was the docks. Some of the docks looked like bridges Indiana Jones crossed. Slats missing, odd pieces thrown in to make something work, quite uneven and definitely not going to pass OSHA standards. Actually, quite an adventure, but taking fair warning, you didn’t want to return at the end of the evening too intoxicated.

We rented from Sunsail/Mooring out of Road Town through Ed Hamilton Boat Broker. Ed Hamilton Brokerage was great. We had a 47 foot Jeanneau with three bedrooms and three heads. The Sunsail/Mooring facility in Road Town was very nice and sustained little damage that I could see. Very nice lunch and dinner spots and a lovely pool. If anyone would like more information about our experience, just contact me.

Can’t wait to get back there! But I really did miss my dog.

Sailing... Pass It On (cont'd)

reminded me of some trips I had taken as a child on my father’s sailboat, as we explored the waters of Long Island Sound. Fond memories and a lifelong love of sailing had been nurtured on those trips, and I like to think my son gained some of these as well on our 3-day excursion.

Monday morning we were up early to sail back to Cambridge. The wind was blowing even harder than it had been Sunday, with 15-20 knot winds gusting to 25 (and again a small craft advisory). Fortunately, the wind would be at our backs, so we reefed the main and headed out into 1-2 foot seas on the Choptank River. Once into open water I considered raising the jib, but Michael talked me out of it, as we were already moving along at near hull speed under reefed main alone. The waves increased to 2-3 feet as we surfed back the 5 miles to the Franklin Street boat ramp in Cambridge. We were there in under 2 hours, including the time it took to navigate out of La Trappe Creek.

Sailing can be a wonderful way for families and friends to take outings. It can teach children life lessons about preparation and self-sufficiency (and it can be a fun way to learn). Find a young person in your life and pass it on.



NOCKAMIXON SAIL CLUB

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Membership Level

Active Racing Member <input type="checkbox"/> \$100/year	Active Cruising Member <input type="checkbox"/> \$50/year	NSC Capital Fund \$ _____ Contribution Amount
--	---	---

Active Racing Member - 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. Active Cruising Membership - 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 all NSC activities and non-racing programs.

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

If you are a member of other
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☐ ASA membership
☐ Boat US membership
☐ US Sailing, membership no. _____ Expiration Date: ____/____/20____

Check the Online Accounts Which You Currently Have: ☐ NSC Website ☐ NSCPa Yahoo Group ☐ NSC Facebook Private Group
NSC Compass Newsletter: ☐ Online ☐ Hard copy via mail

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: _____ Date: ____/____/20____

Check# _____, Date _____, Amt _____



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.

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



George Balas at the helm on Silver Girl, with Rich Baucom for crew—photo by Phil Scheetz