

THE COMPASS

The Voice of Sailing on Lake Nockamixon



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NSailClub@AOL.com

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

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Race Committee Boat Redux

Craig Tourtellott

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The Ol' NSC Pontoon boat needed a little tender care over the off season. Fleet Council approved about \$2500 to refresh the boat. With the days looking a little like winter – RC Workdays were about to start.

A list of needs – remove the old carpet, sand the platform, apply new carpet, rebuild platform cage, position a new console, re-pair battery and gas boxes, mount new old motor, rewire, mount steering and motor controls, nav lights, new horn, flag pole holders, test the pontoon tubes, apply bottom paint and add new labeling to console. The list looks long but most items are short in time. With material ordered from many websites the project started.



Photos by Craig Tourtellott

Removing the old carpet was a hard task in 30- degree weather using a handheld oscillating cutting tool. After many re-sharpening, carpet was off, platform ready for a new blue carpet.



Remounting the railings and mounting a new console made the RC boat start to take shape. Tubes were tested for water leaks. Each tube was not air tight, but all leaks were above the water line at weldments for supports.

Battery and gas boxes received new platforms using a polyp material, black in color. With a few NSC stickers it looks nice. Wires were run from the solar controller, battery and console. Wiring is like the old

ULDB:

Event of the
Year!



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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: Paul Servantes
 Com-Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozzillo
 Family: Dave Radeschi

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

As Commodore, I get the opportunity to see and answer most of the queries that come in through the Club's website info email address. I also get to see copies of the membership applications as they come in. For us, there are many renewals, and if we are fortunate, some new members as well.

As some of you who know me well will know, I have a certain mental "condition." I'm a boat guy. All my life, I've loved boats, and no matter where I am, it seems I'm always looking out for a boat, big or small, power, sail, oar, it doesn't really matter. (It's comforting to me to know that I'm just like a car guy, only with boats!) Over the weekend, I had a reason to drive out of my town, and I took a road I seldom use in my daily travels. Along the way I saw a sailboat in the driveway, and not just any sailboat, but possibly a boat like mine, either an O'day 222 or 192. And there were people outside. I debated for a second, then pulled off to the side. I introduced myself, telling the family that I noticed their boat, and I hoped they would take it up to Nockamixon. Well, don't you know, it was the Manners family who had just recently contacted the Club through the info email address, and I had already been corresponding with them. How about that, a fellow sailor, and brand new member, just on the other side of town from me!

Through this serendipitous event, I got a quick chance to meet new members, and I wasn't even at the lake! It was a quick visit, because I did need to get to my destination on time, but I hope this meeting was positive from all sides. This is something that I hope all of our members do from time to time, especially up at the lake. I know we all aren't outgoing all the time, but every once in a while, I hope that our members say "Hi" to their fellow boaters. I hope they strike up a conversation, and make others feel welcome. Every year, we have many events, and new members too, and those new folk need a "Hi!" when they are participating in our events. I know that I often call out our new members at events such as the Spring Warmup and ULDB Regatta and Picnic, and Fleet Council would like to recognize our new members more. Please keep an eye out for new member lists from Membership Secretary Judy Morrison, to make it easier to identify our new members. I ask you all to keep an eye out for new faces and to be sure to welcome them.

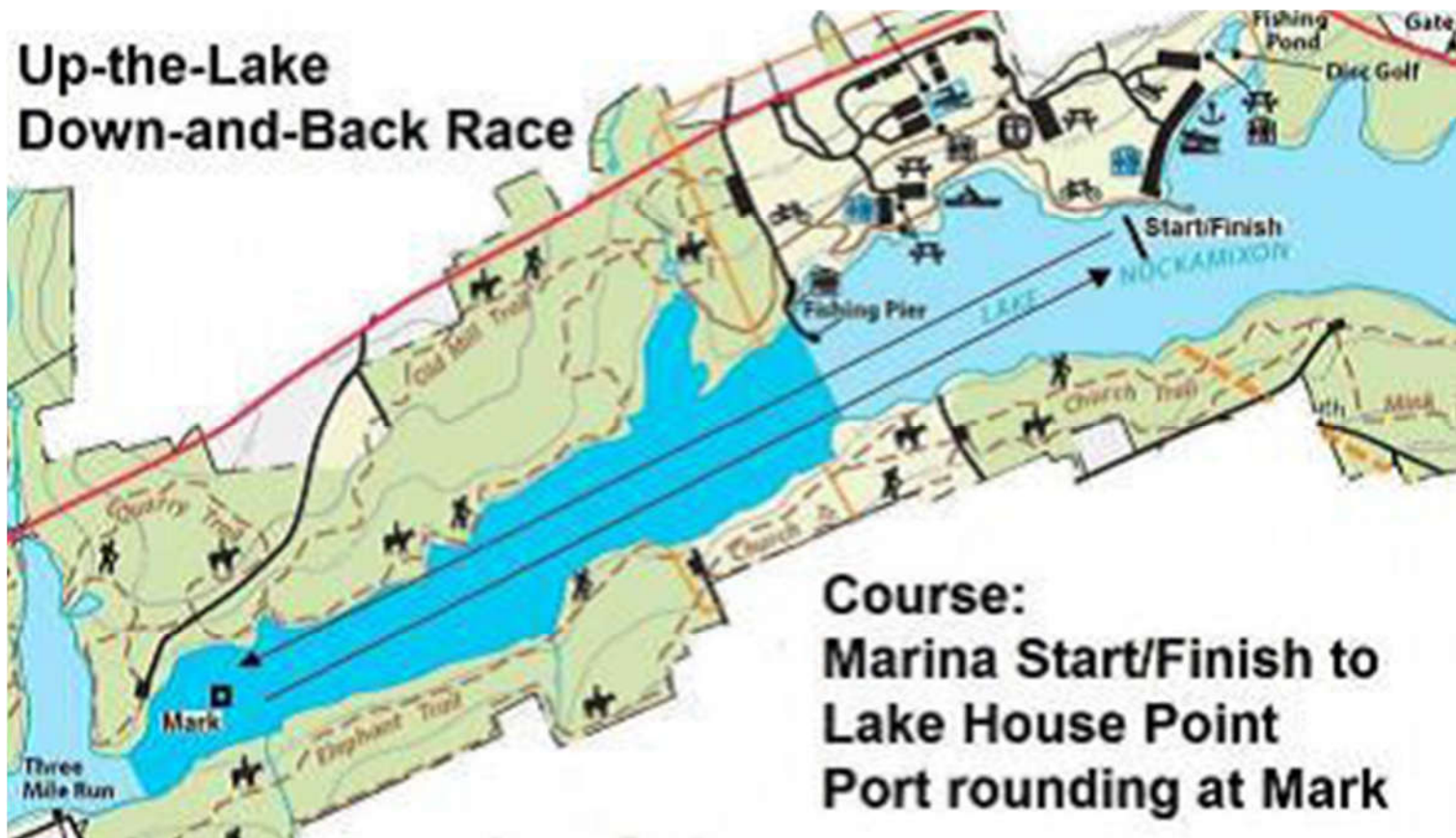
It seems we've finally turned the corner on seasons this year. We've had so many cold, rainy weekends this spring, my heater has still been coming on—although this weekend as I write my article it's gotten warm with usual humidity. But this means great things for the Club, and I suppose I will start to refer to this time of year, finally, as Summer.

As you may recall, last year, we thought the Committee Boat was sinking. We thought there was water in the pontoons, and there were significant other problems including plenty of things falling apart. We looked at the Club's finances, and we looked at the price of the least expensive brand-new pontoon boat we could find, and we just couldn't afford to buy it outright. Our Quartermaster, Craig Tourtellott, was able to really assess the status of the boat, and we determined that it doesn't actually seem to be taking on water. Fleet Council decided that we should save a lot of money by spending a bit to update the boat. We've replaced the motor with a slightly newer one we already had, and we've replaced the pilot console. We've done a lot to make the Committee boat more functional for events other than just racing, by installing new carpet, a new bimini top, new grill, and a swim ladder. We've also changed our racing flag setup from

(Continued on page 5)

ULDB...Up the Lake Down and Back!

Up-the-Lake Down-and-Back Race



Saturday June 29, 2019

SCHEDULE OF EVENTS

8:30 a.m. Picnic Tent Set Up (Volunteers Needed)

10:00 a.m. Regatta Registration

11:00 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, and Roasted marinated Vegetables. Water and cake for dessert will be provided. **Bring** your favorite cold side dish or dessert for sharing. **Wear** your favorite T. **Coolers** with ice will be appreciated. **Bring** a folding **chair** if handy.

NSC Members and family: FREE

Non-Member Cost: \$15.00 per person

Deadline to RSVP is Saturday, June 22nd



Respond <http://nockamixonsailclub.org/content/uldb-rsvp-form>

Any questions, email [Laurine @ keepsmilin49@yahoo.com](mailto:Laurine@keepsmilin49@yahoo.com) or text [Marsha @ 215-479-3869](tel:215-479-3869)

Race Committee Boat Redux (cont'd)

(Continued from page 1)

system, but a USB port was added for cell phones. Pontoon tubes were painted with a grey aluminum-type bottom paint. Motor mounting was a bit challenging. Needed to be sure it was not binding – left and right. Both the old motor and the new old motor was setup for the same steering system.

Well, it started to wind down. Ladder is on, wiring circuits tested. If you look at the photos you will see the new flag system. Six slots for flags.

Look again and you might see the new grill. A red-hot unit to match. Can you smell the lunches to be served by RC this season? If not, at least it is ready for raft ups. Well, work is completed. Nav lights installed. Bumpers inflated and mounted. They are big enough to keep the Queen Mary away. See you on the water's edge....._/_)





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Commodore's Corner (cont'd)

an imposing flag framework with ropes all across the front, to a new system with poles that are lifted up. This creates a much more open feel and makes the boat far better to use as a "base ship" for raft ups and grilling on the water. After racing, there are often hot dogs, but we are hoping that the new grill will allow for members to get grilled dogs between races. And of course, a nice big grill for all your cooking needs during raft ups!

We have struggled to create a program that will help kids get into sailing. We think this year we may have hit on a great solution, by forming a "Family Fleet," to focus on family and kid friendly activities. A central feature of this fleet is, of course, kid's sailing lessons using the Sunfish fleet. Fleet Captain Dave Radeschi has also planned for other family activities such as daytime raft-ups. I can't imagine anyone needing a grill and swim ladder (for Park approved bobbing, wearing PFDs, in a 15 foot radius of the boat) on the Committee Boat! Dave hopes to have other activities involving general water sports and having fun on the water, so if you have kids, please make sure you contact Dave to get involved.

The fun doesn't stop there, because we will also be having an adult Sunfish lesson program on July 7, 14, and 21. Please keep your eyes open for registration. Costs for the lesson program are \$50 to cover the additional insurance coverage we need.

Our annual Up the Lake, Down and Back fun regatta and Summer Picnic (ULDB) is right around the corner on June 29th. This is free of charge for members, but don't forget to register so Vice Commodores Laurine and Marsha will have a timely and accurate head count. This year, we would like to support another local charity. Last year, we raised funds to purchase a kayak rack for the ADA compliant Adaptive Kayak Launch at Tohickon Access. This year, we would like to raise funds to benefit Haycock Fire Department. Please keep your eyes out for fundraisers at the ULDB Picnic. Haycock FD is tremendously important to the Nockamixon community, as these are the guys who come out to assist with any rescue situations at the lake. I know we sailors are pretty good at being self-reliant, but should anything really bad happen to us, it's nice to know that Haycock FD is ready to come to our aid.

We have been doing pretty well with membership, with a solid base, and new members every year. I think that we have proven that our online membership application with payment using PayPal has been a success. We have even opened it up to registration for other events. However, this comes with additional costs associated, and with the passing of our former Webmaster, Glenn Wesley, we find our website in need of major upgrades. As we look to possibly hiring a web site consultancy to work on upgrading us, and as we consider that we couldn't afford to buy a new boat, Fleet Council has decided that we will need to raise dues. We have not had a dues increase for many years, and we feel that a modest increase will begin to strengthen the Club's financial position. Accordingly, Council has voted to increase dues to \$60 for Cruising membership, and \$120 for Racing membership, beginning with the 2020 season. I'm sure nobody likes to hear about price increases, but we've really got something to benefit everyone.

I hope to see you at the lake!

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Flying Scot Fleet Report

Phil Scheetz



The 2nd Annual Glenn Wesley Memorial Flying Scot Regatta will also be the Greater NY District Championship!

Fleet 163 will be hosting the Greater NY districts, in tandem with the Glenn Wesley Regatta on June 22nd and 23rd. Boats from around the district will converge on Lake Nockamixon for one-design racing. We will hold a Championship Division, for all the hotshots from around the District, and a Challenger Division, for those who might be newer to racing, or looking to improve their skill level.

Out of town boats will begin arriving on Friday June 21, and we have made arrangements with the park that their boats can stay rigged, for the weekend, in the marina parking area. We will hold the Saturday Night Regatta Dinner, at the Historic Quakertown Train Station. Did you know that the Flying Scot was named after a famous train, that still runs, from London, to Edinburgh, Scotland?

Come on out, bring your Scot, or just volunteer, help out with Race Committee or just watch the racing of these very evenly matched boats!

If you plan to race, register at: <http://nockamixonsailclub.org/content/glenn-wesley-memorial-regatta-greater-ny-districts-registration>

Boats are moving around!

I know of 2 very good local Scots for sale and two recently sold! 4573 was sold by Rick Werkheiser to Per Iversen, who is a new fleet member! Welcome Per, when you see him.

1391 is for sale at the lake, which is a very nice boat, and #3309 is also for sale. I haven't seen it yet, but the owner tells me it's in good shape and it's a good price. Let me know if you are interested in getting in a Scot.

I also acquired a boat #4344, to be used as a Fleet Loaner boat, to get new Scot sailors out on the water. I have done some fixing up, of the boat and trailer and we sailed it for the first time last Saturday. We are figuring out how to loan it out and insurance type stuff. Let me know if you think you might want to try it out.

Fleet 163 shows up at Sarasota!

3 Fleet boats went to Sarasota for the FSSA Midwinters Championships in March. In the Challenger Division, Mike Mandell and Pete Pollinger were 7th in #5010, Kristian Weeder and Goerge Vergis got 4th in 4824 and Phil Scheetz and Rich Baucom in 5919 got 3rd



Left—Serious regatta hardware! Right—5919 Rounding in the lead at Sarasota. 5566 won the regatta, however.

Photo by Jennifer Joy Walker

Impulse Fleet Report

Warren Mangan

I 21

The impulse fleet has a new boat owner, David Guy has bought Bob Gordon's boat as he prepares to move to other waters. He has taken possession of a great boat with new sails, so watch out he will be fast while he learns the boat!

We will be sailing with the Portsmouth fleet again this year. We enjoy the competition with the ballasted boats that tend to make up most of the Portsmouth fleet.

If you are interesting in joining the fleet, I know of at least a couple of boats that are available so get in touch if you're looking for a ride that can be sailed from the marina slips.

Looking forward to the end of the rainy season soon!

Precision 21 Sailboat for sale

\$8600—Includes matching trailer



Can be seen at dock L-20

Cooler

Lots of gear, some included below

Anchor

Long shaft Tohatsu outboard motor

Set of oars

Sleeps three or four

Fire extinguisher

Sail ties

Sail cover and furler

Built in sink

Custom seat cushions with flotation

Porta potty

Bilge pump

Adjustable centerboard

Flares

Adult and child life jackets

Contact Bill at 610-554-1868

Thistle Fleet Report

Craig Smith



Thistle Fleet Plans for 2019

The 2019 racing season for the Nockamixon Thistle Fleet started off well with our first race day on May 18th. Although there were only 3 Thistles competing, it was an NSC Regatta day and Thistle skippers took three of the top 4 spots out of the 10 boats. Yes, there were only 3 Thistles, but there were 6 skippers represented as crew or race committee, which tells me that we have the potential of doubling our participation if we can recruit more crew. Please help us do that. If needed, we will run Thistle Crew University to help in training. The 7 remaining Fleet race days are June 1st, July 13, July 20, August 3rd, August 21st, September 7th and September 14th. Please put them in your calendar.

WEDNESDAY NIGHT SAILING - In addition to the official NSC racing, Dan Reasoner is organizing some fun Wednesday night sailing on Lake Nockamixon. If there is adequate participation, plans will likely include some form of informal racing, so please join us if you can.

NJ DISTRICTS – Our NJ District Governor, Dan Reasoner, has scheduled the NJ District Championship for June 15-16 at the Lake Hopatcong Yacht Club. Let's try to have a good showing of fleet boats. This event is always fun and has great competition, especially when held at Lake Hopatcong. If needed, housing is provided. You can make those reservations with the regatta organizers.

TRAVEL REGATTAS – One of the greatest benefits of racing Thistles in this area is that we have a strong network of wonderful regattas close to us. I encourage everyone to take advantage of these, whether you do so as skipper or on another fleet boat as their crew. Annapolis, Westport, Nyack, and Lake Hopatcong all host great events that are worthy of attending and they are all within an easy 2 hour drive. The competition is excellent and the parties are awesome. If needed, housing is usually provided by the hosting fleets. In addition to these close events, the Thistle Class hosts some of the best Regattas in the country. These include Nationals (in Idaho this year), 2 Midwinter events (East and West), and a great series of Regional Championship Regattas. This year's Atlantic Coast Championship will be in Oxford MD on June 8-9. More info for all of these can be found on the Thistle Class web site.

ADOPT-A-REGATTA – Attending travel regattas is always more fun when you can do it with your friends. At our winter meeting, we decided to adopt the "Crab Regatta" in Annapolis, MD on Labor Day Weekend as our "Adopt-A-Regatta" this year. LET'S DO IT! Dates are August 31-September 1. I will work on plans, including housing, so look for more details to come. YOUR job is to make sure you will be free on Labor Day Weekend for lots of fun and merriment in Annapolis!

TEAM UP – It is important that we all sail as much as we can. Sometimes it is frustrating that we can't find crew to join us. I encourage you to be willing to team up with other skippers to make sure that we can all make it on the water. This is an especially good way to attend traveling regattas. Not only will it increase participation in the events, but it will help share in the financial and organizational burden in attending. If you alternate with a buddy, you are each only responsible for planning every other event and everyone can still participate. So, find another skipper that you enjoy spending time with, and make an agreement to team up if necessary to make sure that you both make it on the water.

RECRUIT CREW – Yes, as referenced above, WE NEED MORE CREW! Believe it or not, there are many people out there that want to learn how to race sailboats. Your job is to find them, help train them, and help adopt them into our family. It is especially important that we work on recruiting young people into the sport. Not only will they bring youth and positive energy to our events, but it will contribute to the long term future of the sport of sailing. That is a big task, but it must start with one person at a time. Let's get started!

Park Liaison News

For part of our park work project this year we have surveyed dock end numbers for ones that need replacing. We may help with replacement later in the year.

The liferings cabinets on the marina dock have plywood back to them. As many will know they have rotted to the point of falling off in some instances. We have come up with a replacement design for the back made from aluminum. The park is getting the back plates in and we will be donating some other parts to rebuild the cabinets. We will need volunteers to help with this work, probably in batches.

We will be posting when and where we need some help with these projects.

We are working with the park about the possibility of being able to increase the storage space for the Sunfish parts and our other equipment we use it at the lake on a regular basis. This will take some time as the park has more restrictions about what they can and can't do without talking to head office.

Thank you for your volunteering.

Kayaks at the lake

As a reminder to everyone, kayaks and stand up paddle boards (SUP) are on the increase and they tend to be the least experienced boaters on the lake and probably the slowest moving with the least maneuverability. The park also runs Kayak tours at the lake on Saturday and Sunday mornings, often with a ranger.

Please be mindful of these and all other water users and stay well clear, especially when racing as it can be quite intimidating to have boats sailing at them fast and tacking at the last minute to avoid them. Shouting "Get out of the way I'm racing" does not mean anything to these folks and just gets the parks back up at us when they complain!

If I could stop the Kayaks hanging out at our race marks I would but hopefully race committee will watch for that and politely advise these other lake users.

Thanks for your cooperation.

Warren Mangan—Park Liaison

RaceQ

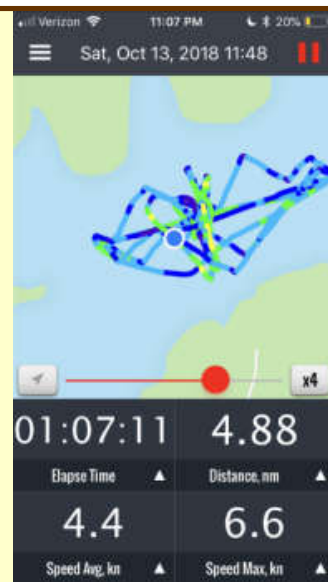
Has anybody been using this clever little App on their phones? It records your track during a race or when out sailing for a day (or even driving around!).

Here is a track I recorded last year. You can replay the course of each race or cruise, but you can also upload them so you can combine them with other boats in the same event. This will allow real-time or after-the-race analysis of how you did compared with other boats!

The app is free and does not use much battery while recording or uploading races. Check it out.

Cheers Warren

Impulse 21 #149



Rear Commodore of Cruising Report

Colin Hannings

A Schedule Made for You

At the season ending brunch last November, at the William Penn Inn, I passed around a Survey to the members attending the brunch to gauge the interest level of various events the Nockamixon Sail Club runs. Suggestions were also elicited to determine if we could run other events to please the membership.

When the Cruising schedule was prepared over the Winter, the responses to the Survey were strongly considered and played an important role in deciding which events would be run, altered or offered for the first time.

As expected it was clear everyone enjoys the ULDB and the Moonlight Raft-Ups. Newly instituted this year as a result of the Survey and strong push from the membership is a Sunfish Training Program open to children. These educational evenings will occur on Tuesday, June 11, and Thursday, June 13. They will also be followed up by another session on Saturday, June 15. Please be sure to register your children for these fun and educational events by contacting Dave Radeschi at ddllmc@hotmail.com or 267.614.2698. Please be sure to register with Dave at least two weeks in advance of the scheduled dates.

Another strongly favored new event will be our Mid-Day Raft Ups, scheduled for August, when the weather strongly demands keeping cool by whatever means are at hand. The Mid-Day Raft Ups will be on August 4 and 25 and will begin immediately after the Water Wars on each of those days. The Water Wars will run from Noon til 1:00 PM and the Raft Ups will start at 1:00.

We now have a Ladies' Distance Race which we anticipate will draw more participants with a simpler format. This Race is scheduled for July 27. At that time of the Summer we will all want to travel as rapidly as possible across the Lake to keep cool.

Please remember our Coves Poker Challenge is coming up very soon, on Saturday, May 25. Come out early in the season to enjoy some total luck competition and see how strong a hand your boat can draw. We'll begin the Challenge at 10 AM.

Hopefully, the Schedule crafted to the desires of the membership will please you all. Come on out and enjoy the events, your boat and your fellow members.

Family Fleet

The Family Fleet is off to a strong start this year. The first Kids' Sunfish Class is sold out. There is a second Kids' Sunfish Class with a few spots left. The dates are June 30th and July 7th from 9:00-1:30. If you're interested you can contact Dave Radeschi at ddmlc@hotmail.com for more information on this and any other family fleet questions or interest. Other Family Fleet events are sleeping at the lake, water wars, and afternoon raft ups.

Get Out There

Brad Kurlancheek

There's an intrepid fellow name Howard Rice who writes for a small boat sailing magazine and his column is called *Out There*, as in, that's where one has a duty to be - as in, Get out there, which can be anywhere, really, such as, a river, a lake, a bay, an ocean, and he mingles such advice with similar advice from other sailor sages of the like, which all directives perhaps can be summed up as something like "Go now, go today, don't worry about money, sell your house, quit your job, sell your mother-in-law, don't worry about having the right boat, just get your darn derriere out there now, before it's too late."

And so yesterday, it being a sunny, spring day in the lower 60s with winds forecast to be 5 to 10, dutifully adhering to the above advice, I got my wooden Skerry, which I call Raven - a 15' open balanced lug double ender, that I'd made the winter before last - out to Mauch Chunk Lake near Jim Thorpe, all done without selling the house, or the mother-in-law.

Upon arriving at the paved boat ramp, there were numerous women, men and children milling about the dock and pebbly shore, all every one of them, with a rod in their hand, fishing. Out on the water were a few small low powered fiberglass and aluminum boats, doing the same. No sailboats. Nadda.

As I was setting up one young fellow waiting for his girl to come out of the ladies room asked me if I'd had any luck out there. "Nope, haven't been out yet," I said, as I stepped the mast. It took me a beat or two, but I realized he wasn't asking if I'd had any luck sailing; he was asking how the fishing was. But it's worse than that, I think. One doesn't step the mast on a sailboat as they're leaving a lake.

Anyway, back to the lake, it is presumed you are there to fish, from your boat, and only fish, because that's what everyone else out there is doing. That's all anyone out there has ever done. Since the days of Adam and Eve, and even before then.

The sight of a sailboat, well, I can just hear the Watchers - you know, the kindly looking folks who sit in their lawn chairs by the ramp under the shade and just watch and gab all day - thinking, about my Skerry, I'm imagining... "What's that? Is that a sailboat? What does he think he's doing? Is he nuts? Mildred, you see that guy? Are sailboats allowed here?"

I tried to make my way out from the pebbly beach with as much seamanship as possible, as a number of eyes

(Continued on page 12)



Get Out There (cont'd)

seemed directed to my unusual presence, including the four from the two dudes in the fishing boat slowly crossing right in front of me, for I just know they're peering *suspiciously* at me, as I kneel canoe-style before the mid-seat - guaranteed to give a guy that nautical look - paddling each side with a durable aluminum-handled plastic canoe paddle, before turning around and sitting on the seat and breaking out the 9' wooden oars. Using varnished wooden oars in very shallow water I've discovered just looks really bad, it harms one's self image as a true and able Conrad-level seaman, and it scuffs up the wooden oars as your reward for being El Stupido.

Getting out to open water, I shipped oars, and raised the handsome balanced lug... and waited. For wind. For the promised 5 to 10. It was nowhere to be seen. Not even 5. More lies, from a gov't agency.

When the 2 to 4 did arrive, as the Watchers watched, we got to do some real sailing, in tiny circles. But you'd have to keep a close eye out for such maneuverings, to really see it happening. Otherwise it looked like that guy with the boat with no motor and a funny looking sail up out there, was going absolutely nowhere. "Well what did he expect!? That darn boat don't have no motor! Mildred? You see that? I toldja. Jeesh. People these days. Lot of dim bulbs out there."

Following Howard's commandment, I proceeded to row, to get even farther *Out There*. For that's the prime directive we intrepid voyagers and sailors must abide by, or perish! So I started rowing, vainly trying to disregard, every time I felt air on my face, the primal urge to pull the mainsheet, put the centerboard in, and start sailing... or futilely try to, each time the 0 to 0 piped up to a tree swaying 2 to 4. Force Point Five.

But hey, at least I'm out there. I could be instead, sightseeing, via *car*, or at the shore, or having some cold ones watching the game at the favorite hangout, or just sleeping. Nope, not me. It's spring, it's sunny (or was, earlier), winds are going to be, someday, 5 to 10, and I have a responsibility here, you know. Sure, I'm the only sailboat in the middle of a small lake full of fishing boats under skies that are getting darker and darker unfortunately - but no worries, NWS promises rain won't start till "tonight". Surely that's after sunset, isn't it? Then why is it starting to spit rain? It's only 5 pm! More lies.

I row past other little motorboats, and even people on kayaks. But are these kayakers kayaking? No! Of course not, silly. What fun is that? They are fishing too! What is it with *Fishing*, anyway? I never did get it. I say, Leave the damn fish alone. Are the fish trying to sneak deceptive little rakishly fatal hooks into *our* mouths, where the hooks are covered with gobs of chocolate mint ice cream or bits of filet mignon? No. They have this thing known as civility, kindness, mutual respect. We on the other hand just want to ruin their day and then eat them.

But I'm quite obviously in the minority. All the fishermen and fisherwoman and fisherchildren are accomplishing something at least, grabbing fish from their native habitat, in boats that go here and there, on command, in a straight line, rather swiftly I might add. Tack? Gybe? Ha ha ha. Not on your life. What for?

Get *Out There*, before it's too late.



NSC burgee at the Soggy Dollar,
Jost Van Dyke
photo by Bill Clark

Getting Ready for the 2019 Sailing Season

Russell Schuss

There are two ways to keep your boat at Lake Nockamixon. On the hard in the winter and summer months; and dry sail in the summer; or six months on the hard and six months at a slip. The problem with being in a slip is that, during the winter, for me, my community won't allow boats on the property. So, making repairs and getting in the water by early April is too aggressive of a program for me. Therefore, I'm just happy staying on the hard and dry sailing in season. That gives me time to make repairs before getting wet. If I'm lucky, I can rent a slip for a few days and enjoy a sleep over after a raft-up.

Since I spend more sailing days and nights on the Chesapeake than I do than on Lake Nockamixon, my 222 must be comfortable and dry. Water leaks in the coach roof and other repairs must be made in April or early May. So, it works out OK for me to be on the hard all year.



Since I put a furling system on my 222 last year the mast step developed a leak, fix #1. And, sometime during the winter, the toe rails decided to develop a leak. They were old; so, I replaced them. Fix #2. And, since I almost got lost on the Chesapeake last season, I installed a GPS-Chart plotter on the starboard side of the cabin.

How can you get lost on the Chesapeake you ask? On the Eastern side of the bay, in and around the islands, one needs local knowledge or a

GPS to know where you are. Sometimes the navigation aids are far apart, and one can become disoriented trying to compare what one sees to what's on the chart. Also, most navigation aids are for larger boats. Little boats can take short-cuts, if they know where they are with some precision, meaning a depth sounder. And that lead to another problem. Where to mount the transducer. The instructions require you to mount



it in the water at the transom. Problem is, there is a lot of stuff back there. There's the rudder, the motor and the boarding ladder. They want it on the center-line, right where the rudder is. That won't work. Up in the bow, forward of the water tank is a nice place for the transducer. There it is, buried in six packages of toilet wax. You know, the wax that seats a toilet to the drain. Checked it out on Lake Nockamixon. Fifty-three feet deep not too far from the marina. I've been in the weeds on the south side of the lake. Maybe this will help.

Photo by Brian Scarborough

Voyage to Knapps Narrows

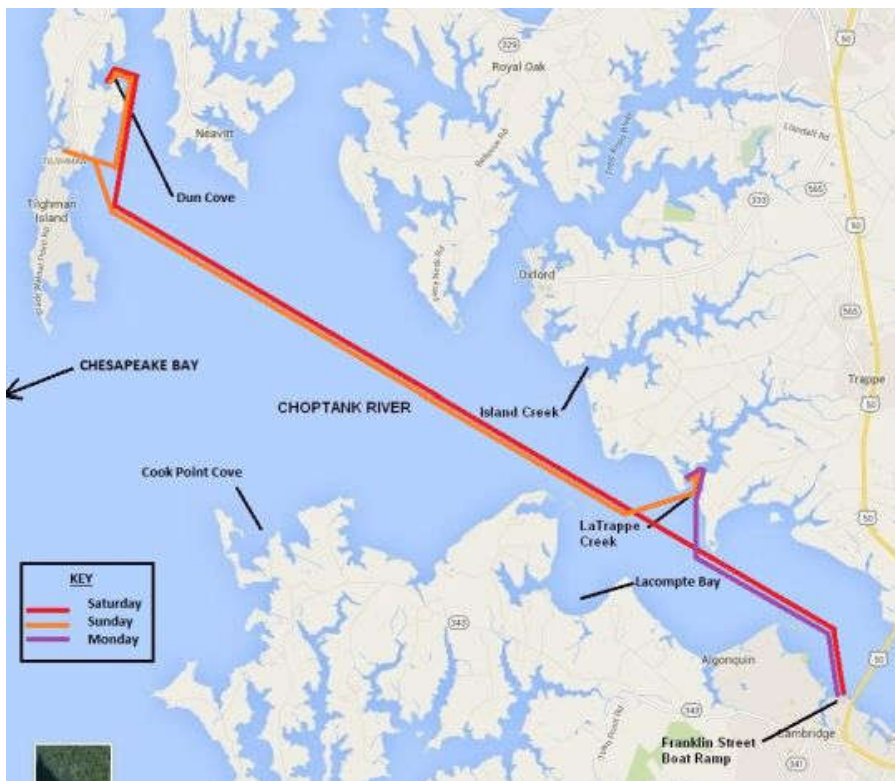
Ken Van Camp

What do you call two men on a 19 foot sailboat in the middle of a 5 mile wide bay, in 3-4 foot seas, without another boat in sight, having the times of their lives? Insane? But this was just the start of my 3-day sailing adventure with my 26-year-old son Michael. The long weekend was to include a stalled motor in a sweeping current in Knapps Narrows, a dragged anchor that nearly washed us ashore, and a rudder mishap that left us without steering just 2 miles from our final destination.

It all began on Saturday morning on the last weekend of April, when we launched Pooh's Corner, our O'Day 192, at the Franklin Street boat ramp in Cambridge, MD. We were underway by noon, but the wind was blowing over 20 and whitecaps were plentiful on 2-3' seas. Small craft advisory? Baah, that's for sissies!

We donned our lifejackets and hoisted our reefed main and working jib, and headed out. We had 18 miles to cover that day, all of it directly into the wind and waves. The Choptank River is only a mile wide at Cambridge, but as you proceed downriver it quickly widens to 2 miles, then 3, then opens up to nearly 5. Our destination was Dun Cove, a small inlet on the eastern side of Tilghman Island, a narrow barrier between the Choptank River and Chesapeake Bay.

By mid-afternoon the winds had eased a bit to a more comfortable 12-15 knots, but the tide, which was with us, was going in the opposite direction from the winds. The combination causes confused seas, with waves increasing to 3-4 feet as the afternoon (and us) wore on. We were like kids in a bouncy castle, but getting sprayed regularly. My son declined to take the helm in these heavy seas, which I was secretly thankful for because that put him in front of me, providing a good spray shield!



The wind didn't decline further until we were nearly at Tilghman Island and the sun was starting to set, so we motored the last mile into the cove. While Michael steered us into the cove, I went below to consult the charts and there I discovered our first misadventure - our small cooler had dumped over (along with many other contents of the cabin) and melting ice had leaked all over the floor of the cabin. A half inch of water on the floor is not a big deal, but Michael's sleeping bag was in the middle of it.

Dun Cove is a large, peaceful inlet and we watched the million dollar homes go by from my million dollar yacht. We were the only boat anchored in the cove.

After anchoring, I went below to straighten up the cabin, and there discovered that both quarterberth side cushions (which we had planned to sleep on) were wet. Apparently, crashing into the waves all day had found some leaks in our deck. We put the wet cushions and sleeping bag on deck to dry, and cooked dinner in the cockpit.

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Voyage to Knapps Narrows (cont'd)

In the morning, our cushions and sleeping bag were dry, and we weighed anchor to take the 2 mile run to Knapps Narrows. The Narrows is an aptly named 1/2-mile long passage through Tilghman Island which provides a shortcut between the Choptank River and the Chesapeake Bay. It is only a couple hundred feet wide, and to get through you must pass under the Knapps Narrows draw bridge. Currents run fast through the Narrows, so a reliable motor is essential. We had timed our arrival to coincide with the slack at high tide, but planned to return an hour later and the tide would be starting to push against us by then. Our destination was lunch at Characters Bridge Restaurant, which is on the western side of the bridge. Since we were coming from the east, we had to pass through the draw bridge twice - once coming and once going.

The Knapps Narrows bridge is the most frequently opened drawbridge in all of Maryland, opening more than 10,000 times per year! A busy job and we helped make it a little busier!

After a delicious lunch of crab soup and crab cakes at Characters Bridge, we signaled the bridge tender for the second time and the bridge started to open - upon which our motor promptly died. We discovered then just how swiftly the current was running already. Checking the motor to make sure it was full of gas was probably something we could have done more efficiently BEFORE leaving the dock, but we managed to get the motor restarted before we were swept out to the Bay, and re-call the bridge tender for a third time to make our exit.

Sunday afternoon we covered 12 miles back upriver to La Trappe Creek and my favorite anchorage off the Choptank River. Along the way we were stopped by the coast guard for an inspection, and I fretted they might call us because our port-a-potty was not an approved marine head with a holding tank and legal discharge device. But, they only checked our registration, life jackets, throwable preserver, horn, and fire extinguisher, and were on their way. Whew!

We reach La Trappe by 5pm and enjoyed a quiet, relaxing sunset. Soon after the sun set, however, the wind changed direction and suddenly increased to 20-25 knots, causing us to drag our anchor and nearly run aground on the beach before we realized it. Lesson learned: don't be complacent about properly setting your anchor because a calm day can quickly turn sour.

We got underway early on Monday, with only 5 miles to cover back to Cambridge and a close haul in about 10-12 mph winds. The tide was low and we suddenly discovered a shoal on the northern side of the Choptank about 2 miles from Cambridge. I hustled to pull the centerboard up as I heard it dragging, but wasn't quick enough on the rudder. It hit something hard and broke the rope that holds it in the down position. With the rudder swung up, the boat was nearly impossible to steer!

We dropped anchor in the middle of the Choptank River. There was no traffic on the river (we had only seen a few boats all weekend including the coast guard), so it wasn't dangerous. Replacing the rudder downhaul turned out to be more difficult than I imagined, as the old rope had been painted over and could not be removed. So we MacGyvered a replacement, and were soon back under way.

It was an exciting weekend, with pleasant memories and exciting stories to tell. (The wave sizes and wind velocity increase with each telling; the dangers of floating motorless in the Narrows and dragging the anchor become life-threatening; and the coast guard jon-boat turns into a cutter with a Gatling gun mounted on the bow. But we'll save that for the book version or Broadway musical!)



Michael takes the helm Monday on a quiet Choptank River



Scenes on the lake—photos by Scott Reynolds