



THE COMPASS



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NSailClub@AOL.com

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THE NEWSLETTER OF
THE NOCKAMIXON
SAIL CLUB

2011 NSC Awards Banquet and Annual Meeting — Sharon Martis

THE NOCKAMIXON SAIL CLUB
P.O. BOX 133
TELFORD, PA 18969

NSC Awards
Banquet

1

Commodore's
Corner

2

Vice
Commodore

2-3

more of NSC the
Awards Banquet

4-6

Com Pac
Fleet

7

Thistle Fleet

8-9

Flying Scot Fleet

10-11

Sailing in the
18th Century

12

Precision Fleet

13

Launch and
Haul Out

14

NSC Apparel

15

Over 62 NSC members attended the 2012 Awards Banquet and General Meeting on Saturday - November 10th at GIUSEPPE'S RESTAURANT in Warminster, PA. Members of NCS enjoyed a delicious buffet complete with a desert table with tiramisu and cannoli's. A great time was had by all...



Welcome Committee!
Laurine Valenti
Christen Rex



Banquet

and

Awards



Continued on Page 4

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Flying Scot: Mike Mandell

Thistle: Dan Reasoner

Impulse 21: Warren Mangan

Portsmouth: Albrecht Schall

Catalina 22: Laurine Valenti

Com Pac: Ralph Erickson

FS - Cruise: Mike Noone

Hunter: Norma Hall

Mariner: Russell Schuss

O'Day: Pam King

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Dan Reasoner

COMMODORE'S CORNER - by Craig Tourtellott

The Annual Awards Banquet was held on November 10 with all fleets represented and members both cruising and racing in attendance. The banquet went easy as our Vice Commodore Sharon Martis had everything in place, even to the point where it went off even when she had a last minute issue taking her from attending. Thanks to John M,

Laurine V and Christen R for stepping up by helping Sharon in her absence. The location was easy to find, a new construction with plenty of space.



Our season's events for 2012 were awarded with nice awards. Photos have been posted showing the smiles of all the members with awards in hand.

So what is next? 2013 looks like a year similar to 2012. Many events can repeat as members like our format for many of the cruising and racing

events. Bill P, our Rear Commodore of Cruising, put out a call for all members, both Cruisers and Racers to think about attending events in 2013. The council will start meeting in January to discuss and plan the events calendar. If you have ideas send me a quick note hilltopsailor@verizon.net.

After you have your holiday plans in place do not forget to send in your membership renewal for 2013. Have a happy holiday season, enjoy fall and catch up on those house chores.

VICE-COMMODORE'S CORNER - by Sharon Martis

I would like to start this article, with ...**WOW What a Year!!!**

and I can hardly wait for April 1st, 2013 to start the next sailing season.

It is difficult for me to find the words to express how much Nockamixon Sailing Club means to me. My first exposure to the club was from asking advice on what the right boat for John and I would be on the NSC site. The advice on sailboats exploded at the 2010 ULDB. Then on the tent pole, was a listing for a Com-Pac 19. Things happened quickly then. I picked up the boat on the hottest day of the year in July of 2010. As I approach the Marina, I spotted Diane Paxton in my rear view. Diane had rallied the troops and I was greeted by John, Bill P and Jim Thompson. I have seen that willingness to help others, over and over, since then.



So when some of the members suggested I take the role of Vice Commodore for the 2012 Sailing Season, I saw this as my opportunity to pay it forward. I have enjoyed every minute and have been rewarded with wonderful friendships, and loads of fun. I was never the big party planner, but as usual, the club always provides support and guidance along the way.

Continued on next page

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VICE-COMMODORE'S CORNER - by Sharon

I thoroughly enjoyed the **Spring Warm-up** with some dancing...



the **ULDB** with the pig roast picnic...

and had a great time planning the **Fall Awards Banquet**.

...and in typical club fashion, everyone was there to help every step of the way.

I am stepping down from Vice-Commodore at the end of this sailing season, to enjoy my son's last year of High School, go on college campus visits, and help him transition into college next fall. I will have plenty of time to enjoy the 2013 Sailing Season with our friends at NSC.

I just want to take this opportunity to thank everyone for your generous support this year!!!



Continued from page one

2011 NSC Awards Banquet and Annual Meeting — Sharon Martis

As the name of the event implies, there were a number of NSC and Fleet awards given out at the Banquet.

Here is the list of NSC Cruising Awards for 2012

NSC Cruiser of the Year: Theo Petron

Fun Race Series - Squirt gun/Water Cannon Races: Theo Petron

Moon Light Series : Sharon and John Martis



Haul Out/ Launch Assistance: Marsha Cooper

Best Cruising Fleet Captain: Ralph Erickson (Com Pac Fleet)

Best Event Captain: Brian Scarborough (Capsize Sail and Learn)

Most Improved Cruiser: Steve and Holly Hayick

Memorial Day Flag Parade Award: Pam and Tom King



July 4th Flag Parade Award: Bill and Marj Pfanstiel

Best Cruiser / Racer: Marsha Cooper (2nd place ULDB)

Ladies Dam Race: Mary Watson (1st place)



Continued from previous page

2011 NSC Awards Banquet and Annual Meeting — Sharon Martis

Cruiser Distinguished Service Award: Brian Scarborough

Cruiser Distinguished Service Award: Warren Mangan

Cruiser Distinguished Service Award : Diane Paxton



Dorothy Wesley did a nice job taking all the banquet photos
see more banquet photos on the NSC Website:
<http://www.nockamixonsailclub.org/category/contents/photo-gallery>

Glenn Wesley prepared a revolving slide show.
see the complete slide show via the NSC Website:
<http://www.nockamixonsailclub.org/content/banquet-2012-photo-slideshow-video>



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2011 NSC Awards Banquet and Annual Meeting — Sharon Martis**NSC Portsmouth Racing 1st Place Awards**

Sunday Series: Marlene Reasoner

Saturday Series: Brent Benson

Long Distance Series: Albrecht Schall

**NSC Racing Series 1st Place Awards****NSC Frostbite Series**

Glenn Wesley with Rob Wilkinson as crew

NSC Championship Cup Series

Brent Benson with Barbara Benson as crew



Com Pac Fleet Repot — by Ralph Erickson Fleet Captain

The Com Pac Fleet got a lot of sailing in this year, both on the lake and on other waters. On any given weekend day throughout the season, one was sure to see at least one or two Com Pac Yachts sailing on the lake. The fleet had one last organized event for the season on September 23, which consisted of a few hours of sailing on the lake followed by a raft up in “Com Pac (No Name) Cove”, where sailing stories and snacks were shared (see picture below). Other boats besides Com Pacs were welcome to join the raft up and enjoyed the festivities.

Several fleet members participated in Mike Brown’s flotillas in other waters, notably Gil Weiss and Bill Pfanstiel on the Chesapeake sail in August and Bill Pfanstiel and Ralph Erickson on the Newport sail in September. Additionally, several members could be found kicking keels at the Annapolis boat show.

The fleet plans to have an organized event during the holidays, as it has done for the last several years, such as meeting for dinner at an area restaurant. You can be sure that Com Pac Fleet members will be anxiously waiting until spring to launch our boats once again!

**September 23 Com Pac Sail and Raft Up**

Thistle Fleet #176



Thistle Class ECFS at the Heather Bowl held at The Red Dragon Canoe Club, Edgewater, NJ

Thistle East Coast Fall Series

Each fall the Thistle Class Association supports an East Coast Fall Series (ECFS) which consist of 8 2-day weekend regattas that are all within convenient trailering distance for our Thistle Fleet members. Several Thistle Skippers participated in a number of these regattas, which provides some of the best Thistle sailing and competition in the nation. Craig Smith sailed enough of the ECFS regattas to qualify, and he finished 5th in the overall scoring.



High Achievement

Craig Smith has been the local spark in Thistle sailing for a number of years and he continues to be "Mr. Enthusiasm" for our Thistle Fleet, and for that matter, anything associated with sailing. Craig helps organize events, writes articles, manages the fleet scoring, and more. As a result, Craig was awarded the 2012 Thistle Fleet 176 "High Achievement" award.

After Saturday's racing at the Red Dragon, which typically occurs near Halloween, there is a costume party!



Continued from pervious page

Thistle Fleet #176

2012 Thistle Fleet Racing Series

The Thistle Fleet 176 holds a season long series of races each year that consist of selected Thistle Race Days. This year there were 10 Thistle Race Days scheduled, which is a few more than normal. There were a total of 14 different Thistle skippers participating in the Thistle Series, and 7 skippers sailed enough races to qualify for the Thistle Series Fleet Championship. The qualifiers are listed below in order. Each qualifier received a cozy blanked embroidered with a Thistle flower and Dan Reasoner won the Thistle Fleet 176 Series Championship Award.

Skipper	Boat	Number of Races	Score
Dan Reasoner	4000	23	0.9262
Craig Smith	818	15	0.7731
Paul Prozzillo	3911	19	0.6804
Warren Rosen	3923	14	0.5128
Tim Theisen	3314	16	0.4601
Roger Edens	3364	12	0.3239
Ernest Korchak	3718	18	0.3176

The Thistle fleet will have a midwinter get together sometime around February 1st to socialize, and plan 2013 events. Time and location to be announced. Until then, have a happy holiday season.



At a recent regatta on the Jersey Coast, the organizer was heard to say "those Nockamixon boats are everywhere !!" While we may not actually be everywhere, Teams from Lake Nockamixon Flying Scot Fleet 163 do travel a lot -- and there are some good reasons for that. One reason is the "Sterling Trophy" which was established to encourage Fleet Teams to travel to distant regattas. The Sterling Trophy was initiated by George Balas when he was our Fleet Captain and wanted to encourage our members to travel to distant events where they could compete against more experienced sailors. George constructed the "Sterling Trophy" using a re-chromed hub cap from a Sterling trailer that came to Lake Nockamixon with FS # 1892 "Silver Girl" with an original Title signed by Sandy Douglass the designer of the Flying Scot and that Title is laminated into the back of the Trophy.

PHOTO 1: The Nockamixon Fleet 136 "Sterling Trophy"

George and Linda Balas presented the Sterling Trophy to the Fleet in 2004, with a "Deed of Gift" patterned on the original Americas Cup Deed. Any Fleet Team can earn "Sterling Points" by competing in a distant regatta and then dividing the round-trip miles traveled by their finishing position in their division. The minimum travel time for an event to qualify as "distant" for "Sterling Points" is now set at 1 3/4 hours from our Lake (using Google Maps) which allows regattas at several NJ "shore" clubs to qualify. The first winner of the Trophy, Bob



Weeks, FS # 5452, earned his winning Points by successfully competing in the Fall 48 regatta at Lake Norman, NC., in 2004.



PHOTO 2: Bob Weeks, FS # 5452, receives the first Award of the Sterling Trophy in 2004 when the Trophy was introduced to the Fleet by Linda and George Balas who are surrounded by other Fleet travelers. Note: No plates yet on the Trophy!

The Sterling Trophy had an immediate impact on the number of Fleet 163 Teams competing in distant regattas. Most of the NSC Fleet boats are sailed by Wife-Husband Teams, and in 2005, four

Fleet Teams traveled to West River Sailing Club, MD., to compete in the Flying Scot National Wife-Husband Championships -- a record attendance for our Fleet !! Fleet 163 had been participating in the Wife-Husband regattas since 1995 when another former Fleet Captain, Bert Van Anglen, FS #4390, traveled with his wife Mariellen, to the event at Lake Norman Yacht Club, NC. Bert persuaded Brenda and Mike Noone, FS #3678, to join them for the W-H the following year at Privateer Yacht Club, Chattanooga, TN., and ever since that time, Fleet 163 Teams have travelled to the W-H regatta every year -- and brought home a few Awards !! In 2009 we set a new record when five (5) Teams competed in the Wife-Husband regatta at Lake Massapoag, MA.

PHOTO 3: Fleet 163 competitors, and their Awards, at the 2009 Wife-Husband regatta at Lake Massapoag, MA.



Fleet 163 set another record at the 2008 National Championships when seven Teams competed in the



event at Toms River Yacht Club, NJ., and in 2011, the Fleet set another record by having at least one Team at every Flying Scot National Championship. We also set a record of four Teams competing in our Districts Championships, and four Teams at the Atlantic Coast Championship. As a result, in 2011, eight Teams earned Points in the Sterling Trophy competition -- and the eventual winners earned a total of 1894 Points for the year !!

PHOTO 4: George Balas awards the Sterling Trophy for 2011 to Brenda and Mike Noone, FS #5850, who sealed their win with a First Place in the Challenger Division at the Wife-Husband regatta at Lake Delavan, WI.

Nockamixon Fleet boats are easily recognized by their proud display of the NSC Burgee on their transoms. An added benefit for all of this travel, in addition to meeting some great Flying Scot

sailors, and competing with the best of them, is the opportunity to exchange Burgees with so many fine Clubs -- we now have a collection of 30 Burgees. From New Orleans and Oklahoma City, to Marblehead, MA., and from Stone Harbor to Delavan and Ephraim, NSC sailors have traveled and enjoyed the fun of competing for a fine Trophy.

PHOTO 5: Fleet 163 Treasurer, Len Evelev, FS # 4583, surrounded by some of the Burgees that the Fleet has exchanged in their travels over the years, discussing fine wines at a Fleet Picnic alongside former Fleet Captain, Bert Van Anglen and his wife Mariellen, who were the first Fleet 163 sailors to venture to the Wife-Husband Regattas.

In the 2012 Sterling Trophy competition, eight Teams have earned points. Seven Teams began the year in May by attending the Full Moon regatta at Monmouth Boat Club, NJ. -- interestingly, it was the Full Moon regatta in 1995 where Fleet 163 Teams traveled for the first time ever when another former Fleet Captain, Mike Linne, FS # 4283, took 2 Teams to race at MBC even before we had the Sterling



Trophy. In May of this year, one Team went to the Capital Districts regatta at Susquehanna Yacht Club, PA; then in June one Team went to the NAC's at Lake Carlyle, IL; in July, three Teams attended the Sandy Douglass Memorial regatta, at Deep Creek, MD; and, in August, other Teams went to the Saratoga Lakes, NY., and the Avalon Cup, NJ; in September, Teams competed at the Patty Applegate Memorial regatta at Toms River, NJ., and the ACC's at Edenton, NC., and the Wife-Husbands in Alabama !! It is clear that the fine "Sterling Trophy" has had a significant influence on travel by Nockamixon Flying Scot sailors.

PHOTO 6: The transom of a Fleet 163 boat competing in the 2011 Atlantic Coast Championship on a muddy Potomac River -- promoting the Fleet and NSC.

Sailing in the Eighteenth Century - by Warren Rosen

The First Salute is historian Barbara Tuchman's account of the role of the Navy during the American Revolution. The title refers to the first time the American flag was recognized by a foreign power, which occurred when the fort of St. Eustatius in the West Indies fired a salute to welcome the American ship, Andrew Doria.

Barbara Tuchman's description of what it was like to sail a ship in the late 1700's is particularly interesting. The excerpt below describes the process involved in tacking, a task that for us involves just putting the helm over and yelling at the crew, but for them could take as long as half a day if it worked at all. I hope you find it as interesting as I did, and count your blessings the next time you have to change course.

Warren Rosen, Thistle #3923

"Management of sail in order to tack—that is, to shift direction or sail into the wind or to bear down on the enemy or to seize the weather gauge or to chase or fall back in any other maneuver requiring adjustment to the wind—demanded another precise set of orders governing braces, sheets, halyards set, bowlines at every edge of the square sails to keep them taut and flat, mainsails, top mainsails, topgallant mainsails, staysails, jib sheets, backstays and an infinite number of extras, whose names will offer no comprehension to the landlubber. A crew with officers or boatswain stands by each mast to haul or let go the sails while the captain, besides calling his orders, keeps in communication with the helmsman. To bring a ship about—that is, reverse or change direction—is an action keyed to a pitch of precision and excitement at the operative moment when the mainsail flaps over with a loud bang to catch the wind from the opposite side. As described by Admiral Morison—using as example a southeast wind for a turn to the southwest—it involves different orders for different sails and yardarms (the wooden poles suspended from the mast to which the sails are attached).

First, the seamen trim the yards as close as possible to the axis of the hull, and haul in taut the sheet of the fore-and-aft driver or spanker on the mizzenmast so as to kick her stern around. The officer of the deck shouts "Ready, about!" and the boatswains pass the word by piping. The man at the wheel turns it hard—all the way—to starboard, which puts the helm that connects with the rudderhead to leeward, and when he has done so, he sings out, "Helm's hard alee, sir!" The jib and staysail sheets, which trim the headsails, are let go. As the rudder brings the ship up into the SE wind, the yards point directly into it, the sails shiver, and the lines, with tension released, dance about wildly. As soon as the ship's head has passed through the eye of the wind and is heading about, SE by S, the port jib and staysail sheets are hauled taut; and their action, added to that of the foresail, fore topsail and fore-topgallant sail, which are now back-winded—that is, blown against the mast—act as levers to throw the ship's bow away from the wind onto the desired new course. As soon as the wind catches the starboard leach (edge) of the square mainsail or maintopsail, the officer of the deck cries, "Mainsail haul!" This is the great moment in coming about. . . . All hands not otherwise employed then lay ahold of the lee braces on the main and mizzen yards and haul them around an arc of about seventy degrees until the sails catch the wind from the port side. If done at just the right moment, the wind helps whip them around. By this time, unless the ship is very sharp and smart and the sea smooth, her headway has been lost.

The next important order is "Let Go and Haul!" This means let go fore braces and sheets, and haul the foreyards, whose sails have been flat aback all this time, until the wind catches them on their after surfaces. The weather jib and staysail sheets are let go and the lee ones hauled taut, and all other sails are trimmed so that she gathers headway and shoots ahead on her new course. . . . In a warship with a big crew this process would take at least ten minutes, probably more.

"This laborious process for every change of direction, called tacking, while it made for tense and exciting moments, cannot be called an efficient form of locomotion. To tack a big ship with its billowing mass of sail might be done in good weather with a trained crew in ten minutes, but otherwise could take several hours, and in rough weather as long as half a day or in a really bad blow might become impossible. To arrive at any place not lying in the direction of the wind meant tacking zigzag the whole way, exhausting ship and crew, so that it is hardly to be wondered why both were frequently weak and unfit for service."

Reproduced from: Barbara Tuchman, *The First Salute*, New York: Knopf, 1988, p. 118.

Precision Fleet Year-end Report - by John Martis, P-23 Tanqueray

2012 was a great year for the fleet. We expanded to 12 boats and it was hard to spend any time on the water without seeing at least one other Precision out there.

We started the 'season' with a winter social in February, had great representation at the Flag parades and Water Cannon races, saw many Precision members at the Full Moon cruises and the frequent raft-ups.

We even had some good participation in the racing area with the Lady's Dam Race and the ULDB



well attended. There were also a few fleet members participating in the Saturday Portsmouth Races (with the much appreciated advice and tolerance by the more experienced racing members).

Away from the lake, both the Martis' and the Murphy's had their boats in Barnegat Bay and enjoyed the advantages of trailer sailing (although there were a few power boats there as well).

For the coming year – we plan to have another winter social to share our experiences from 2012 and dreams for the upcoming sailing season. Sharon and I are planning to expand our trailer sailing experience next year with another trip back to Barnegat and a trip to the Finger Lakes; would love to have company if you would like to explore.

Until then – stay safe and warm. Look forward to seeing you all on the water.



Launch & Haul Out Assistance - by John Martis

OK – what is it about the end of October that brings out the worst in Mother Nature? Last year we had a foot of snow and this year a hurricane. Needless to say there was a LOT of haul out activity on the pre-Sandy weekend of the 27th and 28th. Saturday was the busiest and the club had a great bunch of volunteers that helped members and non-members alike. At times there were two to three boats on the launch docks with four to six boats circling. It brought out the best (several member racing to the of the dock to catch a sailor coming in way to hot) and the worst (a pontoon boat owner who backed his trailer down the middle of the launch area so he could bypass the wait, and blocked off two complete lines of traffic). The club's power washer was put to good use and the Park's "No Parking" restriction at the washing area actually improved the process and allowed several boats to be queued up at once.

We had coffee and bagels in the morning, The Country Place hoagies for lunch and there were even some red cups spotted late in the afternoon for the folks that came out.

As chaotic as Saturday was; it was a perfect example of what the club is all about – sailors helping sailors. Thanks to all the volunteers that spent the day, or some part of it, helping out.



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NOCKAMIXON SAIL CLUB

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MEMBERSHIP APPLICATION 2012

Contact Information

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

The membership year is January 1st through December 31st. Dues are payable by March 1st and any member's dues in arrears by March 31 shall have their membership privileges rescinded and all rights, title and interest in and to all the property and assets of NSC shall cease.

NSC Capital Fund

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

Make check payable to:
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Mail to: Nockamixon Sail Club
PO Box 133, Telford, PA 18969

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

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

☐ ASA membership
☐ Boat US membership
☐ US Sailing, membership no. _____ Expiration Date: ____/____/20____

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

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

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

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

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



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Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are
available "in stock" and for sale at Club events and/or
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Also, see the NSC website for these items.



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