

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org



NSailClub@AOL.com

Volume 41, Issue 1

January 2015

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

2014 Fall Banquet

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Paul Prozillo wins Thistle Fleet Champion and NSC Championship "CUP" Racing Series



Glenn and Dorothy Wesley win Flying Scott Championship and Fleet Series

Getting tired of winter?

Ready to talk sailing with old and new friends?

SAVE THE DATE! - March 21

NSC Spring Warm-Up



Details page 8.

Don't Forget to Pay Your 2015 Dues by March 1!

See Membership application Page 3

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Marsha Cooper

Paul Prozillo

Glenn Wesley

Fleet Captains

Catalina 22: Laurine Valenti

Com Pac: Bill Pfanstiel

Flying Scot: Phil Scheetz

FS - Cruise: Mike Noone

Impulse 21: Warren Mangan

O'Day: Doug Swart

Precision: Steve Hayick

Portsmouth: Albrecht Schall

Thistle: Paul Prozillo

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

Commodore's Corner

Greg Morrison

Some years ago I joined a cycling club and one of its long-time members happily greeted me and offered a small piece of advice when he said "give a little, take a little." It struck me as a rather appropriate little phrase to capture what membership in such a club is about. I suppose you could also call upon the old cliché "you get out of something what you put into it."

The reason I mention these little snippets of wisdom is that I'd love to see an uptick in participation this year. Last year was quite successful but it is a fact that we noticed a slight reduction in turnout for some of the racing and cruising events. Attendance at the "big three" social events (Warm-Up, ULDB, Fall Banquet) was excellent so with this message I am focusing on our actual day-to-day sailing activities. As an aside, it is not lost on the club leadership that any event that includes food is well attended!

Getting back to my opening point, by "give a little" I mean making a conscious effort to be involved. Some examples include attending an event that might not fit perfectly into your schedule but you were planning on sailing that day anyway, bringing a snack to an Invitational Regatta to share during the awards ceremony, signing up for a volunteer day, or even just taking a moment to get to know your fellow club members. By "take a little" I mean getting something out of your membership in the club. Hopefully this simply means increased enjoyment of your sailing time but it could also mean getting some help during launch/haul-out assistance or grabbing that aforementioned snack after a regatta or even just getting some advice from a club member who tackled a problem you might be facing.

I would also like to reiterate a point Ken Van Camp made in the last Compass about Racer/Cruiser distinction. Currently that is how our club is set up but that is really only an administrative distinction; in the end we are all just sailors, right? Participation is the key and it doesn't matter if we are racing, cruising, socializing, or volunteering.

At this point of the year the Fleet Council is laying out plans for the season and this includes making adjustments based on what did or did not work well last year. I am confident we will have an excellent schedule of events with something for everyone, so all that will remain is for folks to come out and enjoy them.





NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION

2015

Contact Information

☐ New Member ☐ Renewal

Name:		Spouse/Partner:	
Street:		Family Members:	
City:		Phone:	
State:	Zip:	Cell Phone:	
Email:			

Your contact information will be included in a Directory for use by Club members. No officer or member of the Club may use this information for any purpose other than legitimate social or Club-related communication. By signing below, you agree to be bound by this policy.

Membership Level

Active Racing Member	Active Racing Member (full membership level) - Includes all members of a household and entitles the member or family to one vote on club business, 'The Compass' 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, 'The Compass' 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. Any member's dues in arrears by March 31 shall necessitate that his/her membership privileges be rescinded, and all rights, title, and interest in and to all the property and assets of NSC shall cease.

NSC Capital Fund

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

Mail to: **Nockamixon Sail Club**
PO Box 133, Telford, PA 18969

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

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

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

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

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

Cruiser's Corner

Brian Scarborough, Rear Commodore of Cruising

Well, it's that time of year again folks. Yes, the "hard water" time of year. Dreaded Winter time.

Still, it isn't all bad. Remember last year when there was snow on the ground by December, and it didn't go away until Spring? And we were afraid that the ice in the marina wouldn't melt in time for April 1 Launch Day? Well, we're doing better. Just last weekend, I spent Sunday having a lovely hike at Marsh Creek Lake. Except for a 10'x40' patch of liquid water, it was all hard water. It might look wet, but I assure you this pic was all hard water.

And, as you might expect, there was a guy out ice fishing. Because: fishing! To be fair, he was fishing up a branch, and I know that water is more shallow, and was well frozen over the holidays when I visited earlier. Still, I chose to not walk on the ice.

But winter isn't all bad. It gives us time to reflect, plan new projects, even execute one or two. I've already got my mainsail cover treated with 303 Fabric Guard, so it will be rain (and bird poop) repellant next year. If it decides to snow, I expect I'll have more opportunity to snowshoe over to check the boat a few times.

And the other good thing about Winter is that it gives us time to rest and re-group. Keep your eyes on the club web site, as I'll be trying to pull together a social outing in February. We were able to squeeze in a dinner at the Cactus Grill with a few cruising award winners on December 13, including Colin and Mary Hannings, and Chet and Gretchen Geyer.

Our full list of 2014 Cruising awards are listed on the following page.

Well, folks, try to stay warm this Winter, and get out and about as well as you can. Stave off that cabin fever, it won't be long before we're floating on the soft water again! We're already starting to plan 2015's races and events. If you have any events you especially like, or any ideas for new events, please let me know soon!

bscarborough@me.com



Chet and Gretchen Geyer are presented with the Memorial Day Flag Parade award.



Brian presents the 2014 Cruiser of the Year award to Colin Hannings

Rear Commodore of Racing Report

Gary Bonner

As we look forward to the 2015 season, let's take a moment to look back to and recognize the winners of the 2014 racing events. Congratulations, all!

NSC Club Championship Series: Paul Prozillo

NSC Frostbite Series: Glenn and Dorothy Wesley

NSC Invitational Regattas

May Regatta: Paul Prozillo

Victor Jaczun Regatta: Gary and Robin Bonner

June Regatta: Dan Reasoner

July Regatta: Jarrett Scherrer

Leukemia Cup Regatta: Bill Wilson

September Regatta: Dan Reasoner

October Regatta: Mike Mandell

ULDB/Club Picnic

Racing Division: Jarrett Scherrer

Cruising Division: Steve Carr

Flying Scot Fleet Series

Flying Scot Fleet Championship: Glenn and Dorothy Wesley

Flying Scot Fleet Series: Glenn and Dorothy Wesley

Flying Scot Regatta Series: Randy and Debbie Blough

Portsmouth Fleet Series

Portsmouth Keelboat Series: Albrecht Schall

Portsmouth Long Distance Series: Mike and Sam Mandell

Portsmouth Race Series: Albrecht Schall

Portsmouth Saturday Series: Phil Sheetz

Portsmouth Sunday Series: Craig Tourtellott

Thistle Fleet Series: Paul Prozillo

2014 Non-Racing Awards

Brian Scarborough—Sailor of the Year

Dan Reasoner—Hi Jinks Award

Water War "Most Notorious": Theo Patron

Water War "Most Fun": Dave Francis

Moon Light Series: Steve and Holly Hayick

Most Improved Cruiser: James Levins

Memorial Day Flag Parade: Chet and Gretchen Geyer

July 4th Flag Parade: Gwen Jacobs

Raft Up Honorable Mention: Marsha Cooper

Cruiser Distinguished Service Award: Christen Rex

Launch/Haulout Assistance Service Award: Kevin Dougherty

Cruiser of the Year: Colin Hannings



Flying Scot Fleet 163

Phil Scheetz



Mark your calendar: **Fleet 163 Winter Gathering**: Feb 21st 2015 at 5 PM at Rich and Betsy Baucom's Home. Address: 3350 S Bay Hill Drive, Center Valley, PA 18034.

The event is open to all Flying Scot Fleet members and to all who are interested in becoming a member. Crew members are also welcome. If you would like to bring a special dish, beverage or dessert, that would be great. Let Rich and Betsy know if you plan to bring something or have suggestions.

Please RSVP to Rich at richard5862@msn.com or Phil Scheetz at pscheetz@ptd.net

I would like to congratulate the 2014 Flying Scot Racing members.

Glenn and Dorothy Wesley #5919

1st Place Fleet Series, 1st Place Fleet Championship, 4th Place Regatta Series

Phil and Jill Scheetz #4086

2nd Place Fleet Series, 2nd Place Fleet Championship

Mike and Sam Mandell #5010

2nd Place Regatta Series, 3rd Place Fleet Series, 3rd Place Fleet Championship

Matt Cohen #520

4th Place Fleet Series, 5th Place Fleet Championship, 5th Place Regatta Series

Randy and Debbie Blough #1954

1st Place Regatta Series, 5th Place Fleet Series, 4th Place Fleet Championship

Phil Berger #6028

3rd Place Regatta Series, 8th Place Fleet Series, 6th Place Fleet Championship

Bob Gordon #3678

6th Place Fleet Series, 7th Place Fleet Championship

Len & Helen Evelev #4583

1st Super Masters Division, 7th Place Fleet Series, 8th Place Fleet Championship

Rich and Betsy Baucom #5862

7th Place Regatta Series, 9th Place Fleet Championship

George Balas #1892

9th Place Fleet Series, 10th Place Fleet Championship

Greg and Judy Morrison #5685

8th Place Regatta Series, 10th Place Fleet Series, 11th Place Fleet Championship

If you have not received your trophy I will be bringing them to the Fleet Gathering and the Spring Warm Up.



Pictures (top to bottom): Rich and Betty Baucom; Randy and Debbie Blough; Matt Cohen and John; Len and Helen Evelev; Greg Morrison. Picture of Glenn and Dorothy Wesley appears on page 1.

Thistle Fleet #176 Report

Dan Reasoner



The Thistle Fleet recently gathered at our annual Thistle Fleet Midwinter Get Together. It seemed lot of fun was had by all as we shared sailing stories with a lot of good food and drinks. Craig Prinski prepared and showed pictures and videos of this year's highlights of on the water sailing events.

In November at the NSC Awards Banquet, Paul Prozzillo was awarded the Thistle Fleet Champion Trophy for his consistent and successful sailing throughout the 2014 Thistle Fleet Racing Series. Paul also won the NSC Championship "CUP" Racing Series Award.

In addition, Garrett Sheerer was awarded the Thistle Fleet's High Achievement award by qualifying and significantly improving his position in the Thistle Fleet Racing Series, as well as winning the 2014 ULDB sailing event, sailing often with his father on board.

Finally, Dan Reasoner was awarded the High Jinks Award for his interesting sailing skills having his daughter's dog Daisy on board, needing to clip, unclip and re-clip the leash back-and-forth on most tacks.

For the 2015 sailing season, Paul Prozzillo will be taking over the Thistle Fleet Captain responsibilities. I would like to thank all the Thistle Fleet members for their help and participation in our organization's activities... especially Tim Theisen for managing our TCA reports and treasury, as well as Craig Smith for tracking our fleet scoring.

Coming up, a few of us will be heading south for the Thistle Midwinter's East Regatta in St. Petersburg, FL. This event is a weeklong regatta during the first week of March.



Pictures (clockwise): Fleet Midwinter Get Together; Garrett Sheerer Takes-Off at the Start of the 2014 ULDB; Championship Sailor Paul Prozzillo



Nockamixon Sail Club

2015 Spring Warm-Up Banquet

March 21, 2015

5:00 p.m.



Quakertown Firehouse Banquet Room
1319 Park Avenue

This event is a social opportunity for all of our current and new members to meet, reconnect, share stories about winter sailing trips and adventures, and celebrate our upcoming 2015 Sailing Season!

The "Open Bar" (assorted beer, wine, soda and juice) begins at 5:00 p.m., followed by a buffet dinner at 6:00 p.m. (Salad, multiple entrees, Coffee and assorted Desserts). ***If you are partial to a particular brand or type of beverage, please feel free to bring your own for your enjoyment.***

After dinner, each Fleet will meet separately to elect their Fleet Officers. Our Commodore, Greg Morrison, will give a brief introduction of our Fleet Officers and Captains, in addition to an overview of the upcoming 2015 season.

The cost per person for the event is as follows:

2015 NSC Members (22 and older)	\$25.00
Children (9 and under)	Free
Young Adults (17 and under)	\$15.00
Adults (18 to 21)	\$20.00
NSC Patrons and non-members	\$35.00

*****Please email your advance reservation to mtbsailor@gmail.com by March 7th *****
Payment is due by March 15th. Checks are payable to "Nockamixon Sail Club".
Mail payments to: Nockamixon Sail Club, P.O. Box 133, Telford, PA 18969



On the Lake—With “Sir” Francis Drake

Christina Schall

A “HAPPY NEW YEAR” to all my readers from me, “FRANZ”, the Beagle.

I want to stress the “happy” right now, because I know that the winter months are not the happiest months of the year for the real sailor. So, let’s (hopefully) cheer you guys up with the second part of the wind-water-sun-fun-Schallfamily-Rhode-Island-sailing trip-story. Remember?

No? Let’s recall: at the end of the last column, my family (Albrecht, Christina, Ferdinand and Maximilian Schall) was sitting on their J 24 “Hui Buh” in front of Block Island with a broken Honda motor and I was in dog camp in Allentown. Things on the boat were turning ugly pretty quickly. The wind was dead against them, but my crew managed to sail through the extremely narrow channel by tacking vigorously -while receiving “the look” from sailors motoring in and out the channel. (Yes guys, Schalls would have used their motor, too if only it had cooperated.)



Maxi managed to grab hold of a (reserved) buoy, and the crew decided that it was about time for a very strong coffee, a lot of chocolate and a little break. Then Albrecht and Maxi started to “work” on the motor again, basically by “banging” it with all kinds of objects, calling it mean names and giving it even meaner looks; yet, the outboard motor stayed relatively unimpressed. After about an hour of fruitless work, the Schall family was approached by a nice couple in a Zodiac who had watched the whole “Schall cabaret” (for free) from their own sailboat nearby. Aren’t sailors just the nicest people on earth? (Of course) they wanted to help and (of course) they offered to tow the “Hui Buh” into Block Island Marina!

While my family finally started to relax again, chaos unfolded on the Zodiac of their rescuers. The lady on board started to get really nervous: “Honey, you are going waaaay too fast; honey we will crash into that boat if you don’t slow down; S-l-o-w d-o-w-n, will you...?!” While the lady was getting close to freaking out, her “honey” became angrier and louder by the minute. (It almost came to a collision- but there were no boats involved.) In the end, everything worked out nicely: nobody/nothing crashed, the lady did not suffer a heart attack, “honey” survived as well, and the Schalls got a



nice and very quiet slip in the Block Island Marina. Max went fishing right away, and the other three crew members watched a beautiful sunset. Can it get better than that?

Block Island was worth all the effort and the drama; my family truly enjoyed this place. They told me that it feels a bit like the Netherlands, because everybody is riding a bike. My guys rented bicycles as well -after all, they had to wait until their Honda motor was fixed, and they explored Block Island hiking and biking. This way, one can basically cross the island in ~ 3 hours with many, many other people who do exactly the same and who stop at the exact same spots.... it is beautiful and very scenic – but crowded.



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On The Lake—With “Sir” Francis Drake (cont’d)

(Continued from page 9)

The outboard motor was a relatively quick fix with the right parts on hand (think: spark plug), but my family decided to ignore the fixed motor and their “original” schedule and to stay one more day on Block Island, reading, eating, fishing, sleeping...

And this is where you can find them- should you need them- until the next edition of “The Compass”, knows with a “Lick lick, doggie kiss and Hooooowl”

Yours sincerely: FRANZ, the Beagle.



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To Sea! To Sea!

Thomas Lovell Beddoes

To sea, to sea! The calm is o'er;
 The wanton water leaps in sport,
 And rattles down the pebbly shore;
 The dolphin wheels, the sea-cow snorts,
 And unseen mermaids' pearly song
 Comes bubbling up, the weeds among.
 Fling broad the sail, dip deep the oar:
 To sea, to sea! The calm is o'er.

To sea, to sea! our wide-winged bark
 Shall billowy cleave its sunny way,
 And with its shadow, fleet and dark,
 Break the caved Tritons' azure day,
 Like mighty eagle soaring light
 O'er antelopes on Alpine height.
 The anchor heaves, the ship swings free,
 The sails swell full. To sea, to sea!

DOES ANYONE REALLY KNOW WHERE THE WIND'S FROM?

Brad Kurlancheek

Engineless at sea, the primary information I'm wanting to know is which direction the wind is coming from. Knowing it helps me decide which coves will be suitable for anchorage at the end of a day's run. Which anchorage to choose is on my mind all day. There's few things more unsettling than having laid anchor in a poor anchorage because the lay of the land and water is such that a good fetch of wind is tugging at your boat all night. How I'll get to that calm anchorage is also much dependent on the direction the wind is coming from, especially when my only two means of propulsion are oars and sail. The oars are employed, of course, when the wind dies, but also when the course I'm wanting is within 20 degrees of the wind either side, and there's not enough seaway to tack (usually in a narrow creek or river). In any other situation, the sails are out and life is good. Not that oaring into the wind is necessarily a bad thing... for a while. And after that while, it's not much fun.

This is why I'm always thinking Where's the Wind Coming From. To find out, I turn to: The NOAA weather forecasts from the VHF, the direction of the wavelets in the water, the flying piece of old cassette tape tied to the mizzen post and flags on shore. But these sources only give me a general idea of where the wind's coming from. The NOAA forecasts are only given in cardinal directions (e.g. out of the south, out of the northeast, etc.), and are just often plain wrong for where I'm at. The water wavelets are often skewed by current, and for some reason they don't talk, saying, "Hey you, the fool sailing without an engine - yeah you! We're out of the northwest, case you were wondering." Then there's that piece of cassette tape - well that's only relative wind it's telling me - it's skewed by the wind created by our boat moving through the water. Sure, I could stop the boat, look at the piece of cassette tape, point the boat into the north, and take a reading, but that's no fun.

So there I was listening to wavelets converse amongst themselves one day late last summer sailing into Shaw Bay from the Eastern Bay off the Chesapeake. And it occurred to me, I wanted to know the exact direction of the wind, as in degrees. I didn't want a "northeast," but wanted something exact, to the number. NOAA wasn't going to tell me this, nor the wavelets, nor the cassette tape or even the flag off Bennett Point. To get that particular one number, I came upon a way, which to seasoned sailors might be a no brainer. To newer sailors, maybe this'll be something useful - I don't know - but here it is.

Suppose the wind is coming from somewhere out of the east/northeast.

Step One (Starboard Tack): Close haul as tight into the wind as you can. Say you start out with a close hauled starboard tack. Note the compass direction; e.g. 030. Your onboard or hand held magnetic compass tells you that

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DOES ANYONE REALLY KNOW WHERE THE WIND'S FROM? (cont'd)

(Continued from page 11)

you when closed hauled on the starboard tack, your course is 030 degrees. The little red dial on the compass is sitting right on the 030. Easy. Ok, write that number down in your log/notebook/journal, and the time you took it.

Step Two (Port Tack): Tack to the other side of the wind, to the port tack, on a close haul, as tight into the wind as you can. Note the compass direction. E.g., 120 degrees. Write it down.

Step Three (the Math): These two numbers - 030, and 120, now tell us two very important things. First, if you subtract 030, from 120, that gives you 90 degrees. Divide that in 2: 45 degrees. That means your boat has the capability to go as high as (or "point into the wind", or "beat") 45 degrees off/into the wind, with a 90 degree swing between close haul tacks. That's important to know, because it tells you, that in fact, your boat can indeed make "progress to windward." I.e. if your destination is exactly in the direction from which the wind is coming from (bad), you can still get there (good), by simply tacking back and forth on close hauls. Sure there's a bit of leeway to contend with, but hopefully it's a negligent factor for your boat. Now, sure, most of we sailboat owners know our boat can sail into the wind, but it's a good thing to know exactly how many degrees - to the number - to the wind that your boat can sail, before things go kaploohey, and the sail lift begins to deteriorate, where you have to fall off some to regain a footing.

Here's the 2nd thing those two numbers - 030 degrees on starboard tack, and 120 degrees on port tack - can tell us. If we take the average compass direction of starboard close haul tack and the port close haul tack, the result is, in degrees, exactly where the wind is coming from. In our example, 30 degrees plus 120 degrees, equals 150. 150 divided by 2 equals 75. Voila, wind is out of the east/northeast, at pretty much exactly 75 degrees magnetic. You now know something that no forecast, flag, wavelet, or tell tale can ever give you.

There's another benefit to keeping track of the exact compass headings for the port and starboard tacks. Sometimes they change. The wind shifts. What I mean is, suppose by the time an hour has passed, that the close haul starboard tack is no longer 030, but has shifted to 045 degrees, and the close haul port tack is no longer 120, but has shifted to 135 degrees. That means the wind direction is changing, obviously, but more importantly, it means you know for a certainty that it is shifting, from northeast, to dead east. In other words, the wind shifted clockwise in that hour, from 75 degrees, to 90 degrees $((135 + 045)/2)$. By the time you're done for the day, it might have shifted say all the way to the south at 180. Good to know, as the sun's setting and you're out there anchorage shopping, looking for a quiet calm cove to hang back, look at the stars, and open a brewski.





Nockamixon Sail Club



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Any Questions? Contact Dan Reasoner

215-997-7680

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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 contact Dan Reasoner or Glenn Wesley.

Also, see the NSC website for these items.



NSC Burgee

\$20 for 12"x18"

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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



Please Welcome Our New Members!

Barton & Robin Braun	Cruising	AMF Sunbird, "Shelley"
Tom & Helen Burnley	Cruising	A-Cat #51, "Coast Trekker"
Mark & Erika Filbert	Cruising	Precision 21 #4511, "Pleiades"
Philip Rushton	Cruising	Hunter 216

- Robin Bonner, Membership Secretary

