

THE COMPASS

The Voice of Sailing on Lake Nockamixon



www.nockamixonsailclub.org

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

And the Award Goes to...

Scenes from the Fall Banquet

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To renew your membership!

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Clockwise from top left: Craig Tourtellott accepts the award for Sailor of the Year from outgoing Commodore Greg Morrison; Greg thanks Christine Rex for another outstanding banquet; incoming Commodore Brian Scarborough presents Sunfish Sailor of the Year award to Michael Polak; Phil Scheetz honors Glenn and Dorothy Wesley, Flying Scot fleet champions; Dan Rather presents the High Jinx award to Paul Prozillo.

For more award winners, see Page 3.

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 Com Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 O'Day: Doug Swart
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozillo

Park Liaison

Warren Mangan

Web Master

Glenn Wesley

Compass Editor

Ken Van Camp

Commodore's Corner: Outgoing and Incoming...

Brian Scarborough

Well, I am both, but also staying put. We have had our Fall Awards Banquet and Business Meeting, where the club has voted for a new slate of officers. Commodore Greg is stepping aside, after two great years steering the club on a steady course. Thanks, Greg, for doing a great job. I hope your knee continues to heal well, and that we get to see plenty of you at the lake this coming summer.

As for me, I thought I would step down from Rear Commodore of cruising, but it seems the Club has different ideas, and you all have elected me to step up to Commodore. I hope I can fulfill those duties to your (the membership's) satisfaction.

I also welcome new officers Marsha Cooper and Laurine Valenti, sharing duties as Vice Commodore, and Colin Hannings, former Cruiser of the Year, to be Rear Commodore of Cruising. Marsha and Laurine had been involved with the Club and Fleet Council for years, and I know they will do a great job with our main events. Colin is very much looking forward to some great social and sailing events for the cruising fleet. Our other officers are Gary Bonner, continuing an excellent job as Rear Commodore of Racing; Tom Smith, keeping us in the black as Treasurer; and Robin Bonner, keeping the membership intact as Membership Secretary. Craig Tourtellott will keep us in touch as Communications Officer, and the Admiralty will steer us straight.

My plans are to keep the club moving along well. We will start in January with our first Fleet Council meeting. Some of the things we will be working on are streamlined communications to the membership, more involvement with the kids of the club (should they want that,) and decisions regarding hosting another Leukemia Cup Regatta this year. If there is anything that you, the membership, would like to see from the Club, please get in touch with me. We are always looking for good new ideas, and new activities. Let me know yours, and we'll see what we can do with them.

As for now, even though the marina is empty, the boat is covered, and the motor is winterized, I've discovered that the season didn't have to end yet after all. I've obtained a small Force 5, which is pretty easy to rig and get on the water. I also have a dry suit. And it's a good thing, because it was fairly breezy on Black Friday. Sure, some people might think that the end of November is a bit cool for a shakedown sail on a new-to-me boat, especially a small centerboard boat. Well, let me tell you that small sailboats are fun when they are on plane. But the flip side of that coin is a bad gybe will let you know just how cold the water is! I was quite happy to have the dry suit, I can tell you. Yes, I capsized my boat on its first sail; I wanted to get that milestone out of the way quickly! Haha! And today, as I type this, we had a beautiful, sunny, 50's kind of day, just not too much breeze. I couldn't stay away from the lake, though, so I brought out the trusty dry suit again, but this time with the kayak. As long as the water is soft, I want to float on it. Soon, it will be hard, but I guess even then I'll still be floating on it, as I trek out onto the ice with the snowshoes. But not quite yet!



2015 Awards

2015 Racing Summary

Gary Bonner, Rear Commodore of Racing

NSC Club Championship Series: Paul Prozillo

NSC Frostbite Series: Matt Cohen

NSC Invitational Regattas

May Regatta: Craig Smith

Victor Jaczun Regatta: Randy and Debbie Blough

June Regatta: Dan Reasoner

July Regatta: Dan Reasoner

August Regatta: Dan Reasoner

September Regatta: Tony Stewart

October Regatta: Quinn Schwenker

ULDB/Club Picnic

Racing Division: Warren Rosen

Cruising Division: Bruce Idleman

Flying Scot Fleet Series

Flying Scot Challenge of the Lakes: Glenn Wesley and Mike Mandell

Flying Scot Fleet Championship: Glenn and Dorothy Wesley

Flying Scot Fleet Series: Glenn and Dorothy Wesley

Flying Scot Regatta Series: Glenn and Dorothy Wesley

Portsmouth Fleet Series: Warren Mangan

Thistle Fleet Series: Dan Reasoner



Gary Bonner presents the Portsmouth Fleet Series championship to Warren Mangan

Other Award Winners

Sailor of the Year: Craig Tourtellott

High Jinx Award: Paul Prozillo

Cruiser of the Year: Gwen Jacobs

Other Awards

Coves Challenge: Chet Geyer

Sunfish Award: Steve Averbuch

Water War Award: Gwen Jacobs

Moonlight Series Award: Ken and Natalie Lentz

Sunfish Sailor of the Year Award: Michael Pollack

Most Improved Cruiser: Linda Hutchings

Ladies Dam Race Award: Dorothy Wesley

Catalina Fleet Award: Marty Oczki

Thistle Fleet High Achievement Award: Ernie Korchak

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Membership: Renew Now / Welcome Early 2016 Members!

Robin Bonner

A big thanks to those of you who got a jump on the 2016 sailing season by *already* renewing your memberships! In addition, several new members were wise enough to join up at the Fall Banquet. They enjoyed a scrumptious brunch at Blue Bell's beautiful William Penn Inn at the NSC members' price.

(A list of new and renewing members can be found on the back page of this issue.)

There's no time like the present for joining the Nockamixon Sail Club or for renewing your membership. One good reason is that joining or renewing *early* (prior to March 1) helps Fleet Council members with club recordkeeping – we *purge* our membership lists of non-renewed members by April 1, and all who renew after that, when sailing season is under way, must be added back into the list by hand. The club is run by volunteers – making their job easier is a kindness they always appreciate.

And then there's always that flurry of membership activity in March: Members rush to join or renew just before the club's seasonal kick-off social, the Spring Warm-Up, to take advantage of members' pricing. Finally, anyone needing launch assistance at the lake as the season takes off in April – and those planning to sail the frostbite series – should get their membership squared away early, so they don't miss out while their application is being processed!

You can fill out the **NSC membership application** included in this issue or download a PDF from the NSC website here:

The club membership application is reprinted at the back of this issue, or you can download it from here:

http://nockamixonsailclub.org/sites/default/files/NSC%20Membership%20Application_2016-use.pdf

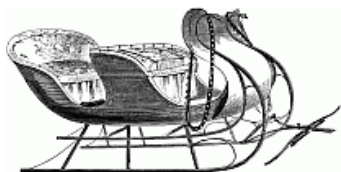
Mail your application to the P.O. box listed on the application (yes, you need to do this each year) together with a check made out to Nockamixon Sail Club, and you'll be all set for 2016.

Meanwhile, once you've renewed, here's how to make the most of your NSC membership:

- Visit the NSC website to check out the calendar of club activities and upcoming events (<http://nockamixonsailclub.org/date-browser/2016>). Watch for updates for the 2016 season, to be posted this winter.
- Contact Rear Commodore of Cruising Colin Hannings (colinmhannings@gmail.com) about cruising events or to arrange for launch or haul-out assistance.
- Contact Rear Commodore of Racing Gary Bonner (grbonner@gmail.com) about racing or crewing. (The first "frostbite" race will be around April 15th!)
- Check out "How We Communicate" within the Nockamixon Sail Club (<http://nockamixonsailclub.org/content/how-we-communicate-update>).
- If you're a member, you can download the Club Membership Directory (updated throughout the season) and find your "tribe" (AKA "fleet").
- Contact me at rcbonner14@gmail.com with any membership questions.

Get in touch, sail early and often, socialize—make the most of your NSC membership. Renew now! See you at the Spring Warm-Up?

Right now, though, Happy Holidays! And, stay warm . . .



Cruiser's Corner: Notes from the RC of Cruising

Colin Hannings

After getting my very used, but very loved '79 Catalina 22 up on the hard at Lake Nockamixon in October, I have had some time to reflect upon the rich experiences I've had in my two years of owning a sailboat, being on the Lake and being a member of NSC. It has been stimulating, interesting and educational. I've loved every minute of it. I have met great people whom I hope will be friends for a long time. Every person I met was generous with their time, good will and expertise.

About four years ago a buddy of mine, Jim, introduced me to sailing on his Sunfish down in Barnegat Bay off Lavallette. After being out several times I found I really enjoyed it. Several weeks later, coming home from our Friday night dinner of chicken cheesesteak sandwiches, my wife and I drove by a small sailboat for sale in the neighborhood across Valley Forge Road from our neighborhood. I said "Jeez, I ought to go take a look at that tomorrow. I've really enjoyed my time on Jim's Sunfish. Maybe I could get a boat." Mary said "You got no place to keep that, when are you going to find time to sail. You're already not around in the winter with skiing. You don't want a boat." I thought that was the end of it. Anyway, she's always been the smarter one.

Two days later, Sunday, the Eagles were playing the Rams in St. Louis. First game of the season. I'm camped out in front of the TV with my ham hoagie, chips and Pepsi. Mary is out with her girlfriends for a birthday party. I'm all set. The Rams score a touchdown on their first play from scrimmage. More than 50 yards up the middle. I'm gagging on my ham hoagie. What a way to start the season! As the extra point is getting kicked, the phone rings Nuts, can't I watch this game in peace? Jim is on the phone telling me about a boat for sale down in Lavallette at a garage sale. \$200! But, being a foolishly loyal Eagles fan since 1960, I want to get back to the game. Plus, less than 48 hours have gone by since my wife is telling me buying a boat ain't happening. I go back to my ball game and hoagie. I take one or two bites and then I start thinking. "Jeez, Mary spent about \$150 for a three hour sailing lesson for me down in Ocean City for my birthday while we were on vacation about a month ago. Why not? I could sail it two times and get my money's worth out of it."

I get up and call Jim back on his cell phone. He picked up right away and said, "Don't worry about it, I already bought it for you for \$100." Jim is quite a wheeler-dealer. Spent his entire career in corporate sales. He could talk a dog off a meat truck. We've been spending a lot of time in Lavallette at Jim's house since then.

I don't need to tell any of you readers how funny or unexpected events can make a change in one's life. Since that September football game (which the Eagles did eventually win) I have happily jumped into sailing with all the gusto my life will allow.

The next October I took a further sailing lesson from the great Bill Pfanstiel over a weekend at Lake Nockamixon. A couple of weeks later I bought my Catalina from a fellow taking it out of Lake Nockamixon for the season. Once I got the boat back in the Lake in April of 2014 it has been a continual joy. And my wife loves it!

After these past two seasons of just trying to be out there sailing as often as possible, I find myself now getting serious about really getting the boat in top shape. I was able to get the hull painted this past Spring, but the waiting killed me. I realize I need to replace my running rigging. I'm thinking I also want to replace the standing rigging. I won't wait so long in 2016 to get started on those projects. Happily, the old 7.5 Johnson outboard which came with the boat has consistently started and run well. Learning to buy ethanol free gasoline up on Airport Road in Allentown has probably greatly helped the motor to function (and kept my exasperation with pull starting to a reasonable level.)

The difficult experiences have even yielded a positive result. In July of 2014 I started smelling a very strong gas odor. I checked under the seat where the tank was. The old tank under the pressure had cracked and leaked the fuel all through the compartment. I hauled out the tank and cleaned out the compartment. I had heard Bill's Boat Repair on Ridge Road was very helpful. I called them and "Cal" came out and took the old tank, replaced it and gave me a lot

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Flying Scot Fleet 163

Phil Scheetz



The Flying Scot Fleet had a great year of racing in 2015. Glenn and Dorothy Wesley proved to be unstoppable in 2015. 2016 will be a great year, with the Flying Scot NAC and Wife Husband within reasonable distance. The NAC is in Newport RI, and the Wife Husband is at Fishing Bay YC, in Deltaville. VA.

Watch your email for news of our winter gathering, which is tentatively set for Feb 6 at the Baucom's. Watch your email and pray for good weather, without snow.

See you there -Phil

Glen and Dorothy Wesley 5919
1st Fleet Champion 20 for 20
1st Regatta
1st Fleet Series

Matt Cohen 520
3rd Fleet Champion
4th Regatta
2nd Fleet Series

Randy and Debbie Blough 1954
4th Fleet Champion
2nd Regatta
6th Fleet Series

Phil Scheetz 4086
2nd Fleet Champion
3rd Regatta
3rd Fleet Series

Len and Helen Evelev 4583
5th Fleet Champion
9th Regatta
5th Fleet Series

Phil Berger 6069
8th Fleet Champion
4th Fleet Series

Mike Mandell 5010
7th Fleet Champion
5th Regatta
9th Fleet Series

Bob Gordon 3678
6th Fleet Champion
6th Regatta
7th Fleet Series

Bob and Wanda Rauch 4573
9th Fleet Champion
7th Regatta
10th Fleet Series



Cruiser's Corner (cont'd)

(Continued from page 5)

of useful hints. The take-a-way is I now know I can depend on Cal and Dave's Boat Repair, and I have a new gas tank and hose in which I have a lot more faith.

As my retirement approached at the end of the Summer I still hadn't identified an exact date. However, once I became aware of the Annapolis Sailboat Show dates, I figured I would say good-bye and set it all aside to be free for the Boat Show. I let the company know my last day was going to be October 2, so I could attend the Show in Annapolis which began October 8. The timing worked out better than I could have imagined. I had a couple of days to relax and then we drove down to Annapolis.

The Show was fun, instructive and inspiring. I was able to speak with representatives from Sunsail and the Moorings. Saw some beautiful Catalina, Island Packet and Beneteau sailboats. Learned about Saber sailboats. I was able to pick up some insight from brokers as to what the relative merits were of Catalinas, Hunters and Island Packets. I especially enjoyed the very warm welcome extended by the Catalina Owners Association and the information they were kind enough to provide. The instructional highlight was sitting in on two classes sponsored by Cruising World. Blue water legend Lin Pardey spoke on "The Unstoppable Cruising Boat." She provided excellent insight into what is essential in our cruising boats. I remember so clearly she told us the first and foremost consideration is that your hull shouldn't leak. I was so glad to know at least I had passed the first requirement. I also learned the Iron Rooster, right across Randall Street from the Show, is a great place for breakfast.

As Christmas comes upon us, we have all checked to see if our subscriptions to Good Old Boat and Practical Sailor are current. We have also let our family members know what sailing gifts would be welcome. We should be finalizing our list of repairs and maintenance to be performed on our boats before April 1. The only real dilemma any of us should have is what is more important?: The fond memories of sailing excursions in the past or the sweet expectations we have for next sailing season.



Thistle Fleet #176 Report

Paul Prozillo



What a great year of sailing, 8 race days, 13 active boats with very close racing. Since the Thistle needs good crew to be sailed well a lot of us help out and crew for our mates, we have grown into a group of close friends on and off of the water. At our last race we were chatting with a new fleet member and he said he would be back, "there a real sense of community here, I miss that". That statement has stuck with me and made me see that there is more to this than chasing Dan around the buoys. One of our fleet members, Roger Edens, is moving and selling his boat. Roger has been a lot of fun to have around and will be missed.

This year, again, it was Dan Reasoner who led the series with and impressive run of first places. I was so sure he had won the Thistle fleet and the NSC championship that I offer to take the trophy to the engraver and have his name put on the trophies. Dan did win the Thistle but did not have enough days to win the NSC cup, I was quite surprised to hear my name when the cup was awarded at the banquet.

The Thistle fleet has 2 other awards, The High Achievement Award for a fleet member who has shown dedication to the fleet and the Hijinks trophy for a member who has been a little mischievous. This year's High Achievement award went to Earnest Korchak. This year he flipped the boat a few time, Cut himself and bleed every time he went out and had a sailboat sail into his car. Always smiling and chuckling you can see how much he enjoys sailing and that's what it's all about. The Hijinks award went to me for hitting his car with my boat, while sailing.

Thistle sailing this year has ended and the boat are stored for the winter, my last day on the water was crew for Craig Smith. We were sailing without a forward crew and the wind climbed to above 25 mph breeze. We soon discovered that the Thistle is fast and stable when sailed light as we took first place in that race at the Red Dragon Canoe Club on the Delaware River. Apparently the Thistle gains stability as the wind builds, and I suspect it could be single handed in 30+.



Celestial Nav 101, Part 1 - Latitude and the Tilt of the Earth

Brad Kurlancheek

You're in the middle of the North Atlantic on your first crossing. Everything's going wonderfully. You've been out there 15 days having the time of your life, and with your trusty GPS navigating your way across, you wonder what all the fuss's about. Till your GPS screen goes blank, that is. It's mechanical. Things happen. Things break. Your GPS just broke. What to do?

Go Celestial of course. It's not as complicated as it may seem. There's just a couple of basic rules one needs to know.

First rule: A sextant is nothing more than a glorified protractor. It measures the angle between two lines - one line goes from you up to the sun, and the other line goes from you out to the horizon. There's an angle between those two lines. Your sextant tells you what that angle is. Easy.

Second rule: Your sextant is only going to give you latitude, as in, how many degrees, or miles, you are, north or south of the equator.

For longitude, you don't need a sextant. You simply need to know what time it is in Greenwich, England, or anywhere along the Prime Meridian (0 degrees Longitude). For that, a simple short wave radio, tuned to 2.5, 5.0, 10.0, 15.0 and 20.0 Mhz, transmitted worldwide on WWV, will give you the correct time every minute of the day. How to get longitude from that, as well as, supposing your radio broke, or you forgot to bring it, is the subject of a future article.

But for now, let's get back to figuring Latitude.

The Creator, bless His Infinite Soul, gave the earth a tilt. One of the best ideas in eons. Because of that tilt, here on earth we get to have spring, summer, fall and winter. Otherwise, we'd have the same season year round. No fun at all.

The earth's tilt, as it faces the Sun, is at its maximum, either 23.45 degrees south, on June 21st, or 23.45 degrees north, on December 21st. That means, on those days, at noon, on the equator, a direct ray from the Sun to the earth's center, will not strike the earth's equator. The truth is, on that day, On December 21st, that ray will strike some

23.45 degrees south of the equator. That's why it's so cold here in North America on December 21st. Places south are getting the best of the sun, and we've been tilted up, away from it. That's why the winter sun at noon, in North America, is comparatively much lower in the sky, than it is in summer.

Likewise, six months later, on June 21st, on the equator, at noon, a ray of sunlight from the Sun directly to the center of the earth, will not strike the equator; instead, it will strike some 23.45 degrees north of the equator. That's why, on such a day, at noon in North America, we're almost looking straight up, directly at the sun. The earth's tilted down, if you will, towards the sun, some 23.45 degrees, on June 21st. In fact, on June 21st, if you lived on the Tropic of Cancer, say, somewhere between Cuba and Miami, the sun would, in fact, be straight up at noon.

And on December 21st, by contrast, if you lived on the Tropic of Cancer, somewhere in northern Chile, say, then at noon, the sun would be straight up. But at Lake Nockamixon on that same day, the sun would be at noon (indeed, rather disappointingly), low in the sky. You would likely not even be at Lake Nockamixon that day.

It is no coincidence that the Tropic of Cancer is the band of latitude around the earth that is 23.45 degrees north of the equator, and the Tropic of Capricorn is the band of latitude around the earth which is 23.45 south of the equator. For these are the maximum bands of latitude, that a ray from the Sun to the center of the earth, will strike the



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Changes in Attitude, Changes in Attitude

Ken Van Camp

One sunny Saturday afternoon last summer found me trailering my boat to a nearby lake, where an afternoon sail would be followed by an overnight stay before heading back home Sunday. The lake was an hour's drive from my home, so I passed the time with Jimmy Buffet crooning on the car stereo and the windows rolled down. Normally, this ride would induce in me a carefree, tranquil mindset and a perfect layup to a stress-free weekend of sailing and solitude on a quiet lake. But instead of feeling more serene as my car neared its destination, I found myself becoming more agitated.

Over the past several years, I had become a Jimmy Buffet fan. It started when I discovered "A Salty Piece of Land," a novel by Jimmy, in an airport bookstore. "Really?" I thought. "Jimmy Buffett writes books?" So I bought the book and read it over the next few days. It wouldn't win a Pulitzer prize but it was an entertaining vacation read, relaxed like his songs. In it a rancher in Montana tells his boss where to shove it, picks up and moves to the tropics and a relaxed life-style of alcohol, women, and the sea.

Over the next few years, I bought and read all of Jimmy's books, which similarly espoused the advantages of a life free of cares and responsibilities. Even when the characters had jobs, the vocation seemed to consume only a small fraction of their time and thoughts; or their boss was so laid-back that they had all the time in the world to get anything done. So I had begun to wonder if I wasn't letting life pass me by. Here I was, fifty-something, still doing the daily commute to a stressful job, paying off my mortgage, putting my kids through college, slowly building up my 401K, and meanwhile watching some of my friends retire and move south.

The past couple of Pennsylvania winters had been more brutal than most, and I'd been feeling the cold much more than when I was younger. I was longing for those "changes in latitude, changes in attitude," as Jimmy's song goes. So I switched off the car stereo and rode the rest of the way to the lake in silence, with the only dark cloud in the sky being the one over my head.

Once at the lake, I quickly packed my gear into Bright Eyes, my Islands 19 trailerable cruiser, and paddled out from the dock to open water. I had a motor, but we had a strained relationship and currently we were not on speaking terms.

The sails responded with a flutter to the breeze that had sprung up and we moved at a nice pace for the next 2 or 3 miles, sailing past a familiar cove in a quest for the downlake waters that I hadn't visited in a few years. The lake narrowed, and with the wind on the nose it required frequent tacks – not a problem as the Islands 19 is small and nimble, and I can easily handle the jib sheeting and tiller work single-handedly. The more serious impediment to an enjoyable sail was the cloud that had continued to gather moisture over my head as my lifestyle contemplation brought lightning bolts of anger and thunderous rolls of jealousy to the leading edge of my darkening cumulonimbus.

As the wind died and I realized I was nowhere near a good spot to anchor, I angrily cursed my idle, obstinate motor, pulled out the paddle, and turned about to head back to the cove I had passed some time back.

I left the sails up for a while in hopes that some light wind might reduce my labors, but the still air was only occasionally stirred enough to fill them. After 20 or 30 minutes of paddling and the cove still a long way off, I decided to go below to straighten up the cabin that had been so hastily packed that afternoon.

As I stowed gear, I came upon "A Dream Of Islands", one of my favorite books by Philip Teece that I hadn't read in a few years. I brought it out to the cockpit, along with some cheese and apple slices to munch while I waited for any small breeze to kick in.

In this beautifully written narrative, Teece tells stories of his travels in Galadriel, a pocket cruiser smaller than my own, as he explores the islands and waters near his home. He fits this in among a normal life, juggling responsibilities like the rest of us, and finding an inner peace among the solitude and nature of his local waters.

I read for as long as the fading light would allow, then turned on the running lights, lowered the sails and started to paddle again. But in contrast to my earlier frenzied, angry paddling, I assumed a slow, deliberate motion, with the repetition and cadence beginning to relax my muscles. My measured strokes barely disturbed the water as my paddle blade

(Continued on page 11)

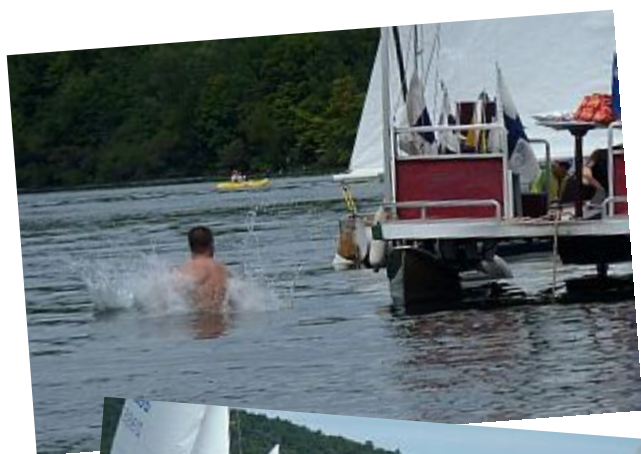
Celestial Nav 101 (cont'd)

(Continued from page 9)

earth, at noon, respectively, on June 21st in the northern hemisphere, and on December 21st, in the southern hemisphere.

Moreover, halfway from June 21st to December 21st, year-round, is September 21st, and March 21st. On those two days only, a ray from the sun to the center of the earth strikes the earth at exactly 0 degrees of latitude. It strikes the equator at noon, in other words, directly head on. If you lived on the equator, then only on 2 days of the year is the sun straight up overhead - which are the two days of the Equinoxes - the spring (vernal) equinox on March 21st, the autumnal (fall) equinox, on September 21st.

Knowing how the tilt of the earth at different times of the year affects the height of the sun at noon is the first basic step to understanding how a sextant can help tell us what latitude we're at, when the GPS finally goes bonkers on us. Or, given that you are in the middle of the ocean, and have oodles of time to do nothing, you might as well take a sun sight, even if the GPS seems to be working just fine. But we can't be sure, can we, till we take that sun sight?



Changes in Attitude (cont'd)

(Continued from page 10)

neatly sliced and pulled, and the silent motion allowed me to hear the fish jumping nearby, and see a blue heron on the shoreline silently stalk his prey.

It was a peaceful, bug-free, summer evening, and - why hurry? I had no deadlines to meet. Despite being only an hour's drive from home, the quiet lake was a stark contrast to my suburban neighborhood. Maybe this wasn't the tropics, but then I'm sure the tropics has its downsides too. As Erma Bombeck says, "The grass is always greener over the septic tank." This lake in central Pennsylvania, although not on anyone's map as a vacation destination, held the power to change lives like a Tibetan mountaintop.

As I write this, I am now lying in my bunk in the cabin, safely anchored in the cove I had passed earlier in the day. It took another hour of paddling before I dropped anchor, cooked a light dinner, and then cleaned the dishes before turning in. The boat rocks as I shift positions, but otherwise it is a calm night with the loudest disturbance coming from a nearby croaking frog. Through the open hatch I can see hundreds of stars and the outline of trees on the nearby shore. No neighbor's spotlight, no barking dogs.

I thought about Teece's adventures, close to home yet a world away, separated more by the cabin of his boat than by the miles in between.

It was true I had to work to earn a living, but I had to be thankful that I was healthy enough to do so. Maybe I couldn't tell stories of seagoing adventures that would make me the life of the party or the envy of other sailors, but this secluded lake was a remedy for stress. Maybe my family brought responsibilities, but they also brought love and pride and joys that I would never want to be without. And I thought of all the unfortunate people who were barely scraping by, and how blessed I was to have all that I had. And I wondered if maybe I don't need a change in latitude. Maybe I just need a change in attitude.





Nockamixon Sail Club

↑
Logo

NSC Apparel

Great Prices and Value

This is not a fundraiser

Show Your NSC Colors!

Caps...Navy or White - *Burgee on Front*

and "Nockamixon Sail Club" embroidered arched around back opening

Women's Sleeveless Polo's in Navy or White - *embroidered logo on left chest*

Unisex Dri-Mesh Long Sleeve Tee in White - *embroidered logo on left chest*

More sizes available both Men's & Women's



Any Questions? Contact Dan Reasoner

215-997-7680

dcreasoner@comcast.net



Order Form and Sizing Chart available on <http://www.nockamixonsailclub.org>

Club Hats, Visors Patches, Burgees, Tote Bags and Water Bottles are available "in stock" and for sale at Club events and/or contact Dan Reasoner or Glenn Wesley.

Also, see the NSC website for these items.



NSC Burgee

\$20 for 12"x18"

\$30 for 14"x21"



NSC Tote Bag and Water

Bottle \$5.00



NSC Patches—3"W by 2"H,

Add one to your hat, shirt or jacket

\$2.00 ea. or 6 for \$10.00



NOCKAMIXON SAIL CLUB

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

MEMBERSHIP APPLICATION 2016

Please fill out and return each year!

Contact Information

☐ New Member ☐ Renewal

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

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

Membership Level

| | | |
|------------------------|--|-------------------------------------|
| Active Racing Member | Active Racing Member (full membership level) - Includes all members of a household and entitles the member or family to one vote on club business, receipt of "The Compass" newsletter, and participation in all NSC activities and programs. | <input type="checkbox"/> \$100/year |
| Active Cruising Member | Active Cruising Member - Includes all members of a household and entitles the member or family to one-half vote on club business, receipt of "The Compass" newsletter, and participation in NSC cruising activities and programs, and all NSC social activities. | <input type="checkbox"/> \$50/year |

The membership year is January 1st through December 31st. Dues are payable by March 1st. Any member's dues in arrears by March 31 shall necessitate that his/her membership privileges be rescinded and all rights, title, and interest in and to all the property and assets of NSC shall cease. New members who join after September 1 enjoy full membership benefits throughout the following calendar year.

NSC Capital Fund

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

Make check payable to:
Nockamixon Sail Club

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

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

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

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

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

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

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Welcome New and Renewing Members!

New Members:

Jim Gill
Tom & Judy Madden
Rick & Pat Myers
Kyle & Alana Suks

Renewing Members (since last Compass issue):

Steve Averbuch & Rachel Rivest
Rich & Betsy Baucom
Wilson Black
Len & Helen Evelev
Linda Hutchings
Warren Mangan & Denise Dongworth
Martin & Margaret Oczki
Diane Paxton
Warren & Carol Rosen
Bill & Dolores Sproule



*"It is not the ship so much as the skillful sailing that
assures the prosperous voyage."*

George William Curtis