



THE COMPASS



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

Volume 42, Issue 4

December 2016

Season's Winners

(For more banquet photos see pages 3, 5 and 6)

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Save the date!

**Spring
Warm-Up
March 18**



Clockwise from top: Paul Prozzillo (Sailor of the year); Dan Reasoner (Club champion); Greg and Judy Morrison (Cruisers of the year) - photos by Glenn Wesley

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 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 O'Day: Doug Swart
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozzillo

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Commodore's Corner

Brian Scarborough

I'm not done yet. I know I probably should be, but I'm still having fun. Have drysuit, will sail. Have small, easy to launch boat, keeping it going. The water is soft, and I'm seriously thinking of having a December sail on Sunday the 4th. I think the temps will be 44°. It's gonna be chilly.

And aren't we all still keeping it going? Our Fall season sees the dreaded haul-out day, with friends on hand to take the sting out of it. This year's haul-out weekend went well, except for the rain on Saturday, but Sunday was sunny and breezy, and many boats came out fine.



Brian and Mike Mandell take a late-season sail - photo by Bruce Idleman

And November is a great month for us, as it heralds the start of eating season. We had another excellent Awards Banquet at the William Penn Inn, with delicious food and a great chance to hang out with friends. I'd like to congratulate Dan Reasoner, our Club Champion; Greg and Judy Morrison, Cruisers of the Year; and Paul and Enzo Prozzillo, our Sailors of the Year.

Now we're into December, and I'm hoping to best my late season sailing and push on from last year's Black Friday sail, to a December sail. I did get out last Sunday for some spirited action. But if it seems like down-time to you all, don't forget that the Club carries on. In fact, in January, the Fleet Council will start meetings to plan the 2017 season. We are missing a Membership Secretary this year. We will press on planning 2017 without, but if you are interested in this position, please contact a member of Fleet Council.

I know most of us aren't sailing now. We're done with the season. Don't worry, it's just temporary. Summer is coming!

Flying Scot Fleet Report

Phil Scheetz



Flying Scot Fleet 163 had a great year in 2016!

While our home games had fewer boats, it was a very strong year for Fleet 163 in terms of traveling regatta participation. The Wife Husband Championships, North American Championships and Atlantic Coast Championships were all well attended.

Wife Husband at Fishing Bay YC in Virginia had four NSC boats.

The NAC in Newport, RI had three NSC boats

The ACC's in Atlantic Highlands, NJ had four NSC boats.

Results can be found on FSSA.com.

As we move forward into 2017, we will be celebrating the 60th year of the Flying Scot, and our fleet, as many, has seen long-time stalwarts retire from racing, or move up to bigger boats. With that, comes the need for all of us to promote and keep our eyes open for new fleet members. If you see a potential new member, invite them to crew, or just take them sailing. We have a few good local boats that are for sale, and a Flying Scot is a great boat for newer sailors, that they won't grow out of.



Glenn and Dorothy Wesley (Flying Scot champions and Frostbite Series champions)

I would love to hear ideas for fleet growth. If there are ideas for activities, events or promotion that you would like to see us do as fleet, let's do them in 2017!

Keep an eye out for the Winter Gathering, which will be at the Baucom's. Date is still TBD.

2017 should be another great year for traveling sailors, as the NAC is at Sandusky, Ohio, the Wife Husband is at Rockport, Mass, and the ACC is at Fishing Bay, VA. Lucky for us, these are all in reasonable driving distance.

(Continued on page 4)



Flying Scot Fleet Report (cont'd)



An NSC boat leading the pack at
2016 NAC

(Continued from page 3)

Top 5 boats in 2016 NSC Results:

Glen and Dorothy Wesley 5919

1st Fleet Champion (21 points for 20 races)

1st Regatta

1st Fleet Series

Randy and Debbie Blough 1954

2nd Fleet Champion

2nd Regatta

4th Fleet Series

Matt Cohen 520

3rd Fleet Champion

3rd Regatta

2nd Fleet Series

Phil Scheetz 4086

4th Fleet Champion

5th Regatta

3rd Fleet Series

Mike Mandell 5010

5th Fleet Champion

5th Regatta

5th Fleet Series

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Rear Commodore of Cruising Report

Colin Hannings

I surely enjoyed our Fall Banquet. It was great to see fellow sailors who are now becoming real friends whom I know I can count on. It is always great to dine at the William Penn Inn, where I have been fortunate enough to dine at various functions over the decades. It never disappoints. However, the best part of the day was feeling the energy.

When I was speaking with people, they were all so energetic and enthusiastic about the season. Even though it had ended for us only weeks before, I had to tell myself it was the end of the season and not the beginning. All seemed to be eager to share what they'd done, where they'd been and where they were sailing next or what their next sailing project was. While announcing the Cruising Awards, I felt the clear attention of those in the audience as I sensed from the audience a real interest in those about to be honored. I truly felt the interest exhibited, and the reaction shown to the awards announced, reflected so positively on us all. We sail because we love it, and we want to show it, and we want to also recognize and award those who exhibit the best Sailor qualities.



Colin presents the "In the Weeds" award to Ralph Ericson

It was a great pleasure to award Ralph Ericson the "In the Weeds" award. He had the courage to admit where he'd been, and as I mentioned in the presentation, that is perhaps an admission not all of us are willing to make. Despite our best efforts, I suspect nearly all of us could have won this award at one time or another.

Gwen Jacobs was our "Ladies Dam Race" award recipient. In no way should this award be taken lightly, as Gwen had the commitment to make the race and perform. Congratulations to her, and here's hoping next year she can defend her title against much competition.

"Rookie Cruiser of the Year" award went to Tim Bauer. Though Tim and his wife were unable to attend the banquet to receive the award due to family commitments with their teenagers, he was able to manage the schedule of his children and sailing events rather successfully throughout the season showing his commitment to our programs. As a result of his participating in so many events, with his family, his award was well earned. We look forward to his continued active participation in seasons to come.

Doug Swart truly earned his "Distinguished Service Award-Leukemia Cup." Enough cannot be said about the effort, commitment and determination Doug exhibited in managing the Leukemia Cup for our club. I was certain he felt at times like he was beating his head against the wall, pushing the boulder up the mountain like Sisyphus, and com-

(Continued on page 6)

Rear Commodore of Cruising Report (cont'd)

(Continued from page 5)

manding the waves to stop coming ashore, but he ultimately succeeded in running a fine and financially successful event. For his selfless dedication to the task, his award was well earned and very well deserved.

Greg & Judy Morrison were our "Cruisers of the Year." Greg is much too modest. When he won an earlier award at the banquet, the Catalina award, he protested all he had done was buy the boat. That was far from the case. When he took his mid-week sails, he always posted the conditions and what his experience was. If you and he shared the same dock, he always kept an eye on your boat and let you know if there was a visible problem. He was always willing to help out or give guidance to anyone with a question of "How do I....?" Greg and Judy set a great example of loving sailing and loving to help out and be available.

After the lunch and awards presentation, I was able to converse with several cruisers. Each of them expressed how valuable it was to have discussed with other cruisers at the banquet problems or questions they had and recommendations from others at their table for the solutions. Each was in favor of some periodic get-together at some "meeting place" close to the lake for continued cruiser dialogue. Sounds like a great idea to me. I will be checking out some "meeting places" over the winter to determine if any such facility would enjoy entertaining paying customers occasionally so we cruisers can initiate and



Colin presents to Gwen Jacobs, winner of the "Ladies' Dam Race". Photo by Glenn Wesley

continue our dialogues. The availability of adult beverages will be a criterion I will evaluate.

In those same banquet ending conversations, I received positive feedback regarding some of the ideas I floated at the banquet including the idea of indications of anticipated participation prior to events on the calendar and sign-up sheets on the day of the events. I will be laying out those ideas and plans in my column in our next Compass newsletter, so look for those plans next time.

One final note: Please don't despair, the days are passing and sailing season will be back. Maybe not soon enough, but it will be back. Plan well!



Laurine Valenti presents the Catalina Fleet Award to Greg and Judy Morrison. Photo by Glenn Wesley

Rear Commodore of Racing Report

Gary Bonner

Congratulations to the winners of the 2016 racing series and events.

NSC Club Championship Series: Dan Reasoner

NSC Frostbite Series: Glenn and Dorothy Wesley

NSC Invitational Regattas

May Regatta: Craig Smith

Victor Jaczun Regatta: Phil Berger

June Regatta: Dan Reasoner

July Regatta: Glen Wesley

August Regatta: Dan Reasoner

September Regatta: Glen Wesley

October Regatta: Dan Reasoner

ULDB/Club Picnic

Racing Division: Brian Scarborough

Cruising Division: Bruce Idleman

Leukemia Cup Regatta

Racing Division: William Wilson

Single Handing Division: Chris Wilson

Cruising Division: Greg Morrison

Flying Scot Fleet Series

Flying Scot Fleet Championship: Glenn and Dorothy Wesley

Flying Scot Fleet Series: Glenn and Dorothy Wesley

Thistle Fleet Series: Craig Smith



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Mariner Fleet Report

Russell Schuss



Mariners met for the second annual breakfast at Johns Plain and Fancy Diner in April. We chatted about Mariner concerns and upcoming events this new sailing season.



Talking about events, there will be three rendezvous this year again, Mystic Seaport, Lake Champlain and St Michaels Maritime Museum on the Chesapeake. This is a photo of our last year's St Michaels event. We have one rendezvous each month this year. June 26-28 at St Michaels Maritime Museum, July 8-10 at Lake Champlain and August 8-10 at Mystic Seaport.

This year the Mariner Class National Regatta will be held at the Surf City Yacht Club, New Jersey. Also the Mariner National Rendezvous will be held in conjunction with the National Regatta, so we expect a great turnout August 12-14. It's 50th anniversary for the class.

Here's a photo of us at Mystic Seaport. Of course there's Russ'

Mariner right in the center. There were twenty Mariners present from NJ, PA, and Connecticut, New York and Massachusetts. The sail from Niantic to Mystic (about 15 miles) was during a small craft warning much to our distress. We heard the bridge operator exclaim "here comes a fleet of little boats. I wonder how they even made it?" We did and the rest of the weather was just fine. Looking forward to getting other Mariners involved in Nockamixon Sail Club's events this season.



Sailing the Chesapeake

This summer there was another trip on the Chesapeake. I fitted out my O'Day 222 for a 5-day trip that was to start Monday morning at 3 a.m. Down the I-95 until the last exit before the Delaware toll. Hang a left and continue to Duffy's Marina on the Sassafras River. It's high tide at 6 a.m. Ed in his Mariner, Steve in his Catalina 22 and I in my O'Day 222.



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Sailing the Chesapeake (cont'd)

Just get the boats in the water and then motor up to Mt. Harmon Plantation. There is a nice little harbor there where we could bend the sails onto the spars and have a little breakfast then get under way. Here's Ed heading in.



It was a great sail with the wind blowing from the south. Just where we were headed. Still Pond. There's a little cut thru that leads to a protected anchorage. Nice place to stay after a day beating into the wind.

It was hot late in that afternoon when we arrived and any shade was a welcome relief. So here we see some of the techniques to achieve that.

Here's Ed in his Mariner again getting some relief. For happy hour we rafted up



and spread out the cheer for sharing.

Off to Fairlee Creek in the morning. Again we're south and the wind is from the south; so there are big tacks across the bay. All day long one could hear the big booms from the bombing range. Some were so loud that I could feel the boat shake.

So here I am on a starboard tack heading west when I heard something metallic hit the deck. A bit later I noticed something swinging near the starboard chain plate. Holly smokes, it's the lower shroud. Somehow the sheet must have been rubbing against the pin and cotter ring enough to pull the cotter ring out of the pin. Everything was on deck; so the repair was easy.

So here we are in Fairlee Creek. I don't know what was so fair about this creek. And I don't know of what we were in the lee. It was blowing just under 12 mph. This was the extent of our trip south. The wind petered out about mid-day the next day and left us stranded on the far west side of the bay. So it was iron jenny time back into the Sassafras River and home.



Vice Commodores' Note

Marsha Cooper and Laurine Valenti

Laurine and I were new to being Vice Commodores, but having attended many functions over the past years, and having the wonderful steps to follow of past V.C.'s... Diane, Paul, Chris, and Greg, made it so much easier. In fact, it has been rather fun having the two of us share in the planning and preparation.

The WarmUp, held at a new venue, was a great kick off for the season. The ULDB picnic is always my favorite and this year we invited the pig back for roasting! Although there was little wind, it was well attended with plenty of food and good times shared well into late afternoon. Our second fundraiser for LLS was held in August, and several members helped in sharing the grilling of dogs & burgers, with salads brought by many. I had the chance to participate in the race and feel so rewarded in helping a wonderful and successful cause. The Fall Banquet recently held at the William Penn Inn gives us all a chance to be out of our "shorts and T's" and be pampered a bit.

I will add that all of these Club events are subsidized to some monetary extent. This is The Club's way of giving back to its Members, and should be shared by all. Our next event will be March 18th 2017, so mark your calendars. We are moving the location to Dublin and changing up the buffet a bit.

Happy Holidays and best wishes.

Thistle Fleet Report

Paul Prozzillo



The summer of 2016 had some great racing and a few fun events on the water. Craig Smith managed to just barely beat Dan Reasoner for the Thistle Fleet award but Dan managed to secure the NSC Championship trophy. Dan narrowly beat some good sailors from the Scot fleet but in the end the Thistle proved too speedy for the competition. It doesn't get much better than close racing against good competition.

The Thistle Fleet had 12 active members this year and we raced a total of 14 races over 5 days. We score on a high point system so you receive points based on how many boats you beat. In the standard system you would get 1 point for 1st and 5 points for 5th, In high point you receive 5 points for first if you beat 5 boats and 1 point for 5th if you beat just one boat. You must sail ½ of the races run to qualify for the trophy as the overall score is a simple percentage of wins. Tricky system but in the end you have a more even score as a reflection of your competition.

We had 6 skippers qualify this year, scores below. Looking forward to spring and another great year of sailing at the lake.

Place	Captain	Hull#
1	Smith	TH 740
2	Reasoner	TH 4000
3	Bonner	TH 3077
4	Prozzillo	TH 3911
5	Scherrer	TH 2965
6	Theisen	TH 3314



Portsmouth Fleet

Craig Tourtellott

Over the history of the club the Portsmouth Fleet has given members of the club an outlet to race different boats against each other. While clubs usually have members that own One Design boats, similar types, there are always those that do not.

A system that allows boats of different types to race and score is the Portsmouth Yardstick System. It is an empirical handicapping system used primarily in small sailboat racing. There are other systems, but most are for boats over 25 feet. In the UK there is a similar system run by the Royal Yachting Association.

Portsmouth numbers are based on time-on-time. If one boat can sail a course of a certain distance in so many minutes, another boat will sail it in a time of so many minutes. Example, if you should sail the course in 83 minutes and other sails it in 95 minutes, the first boat has a handicap of 83.0 and the other has 95.0.

Finish Time = 83 minutes x 100 / 83.0 handicap = 100 minutes

Finish Time = 95 minutes x 100 / 95.0 handicap = 100 minutes

If in reality the second boat actually sails the course in 94 minutes, then the boat's finish time is:

Finish Time = 94 minutes x 100 / 95.0 handicap = 98 minutes (you win!)

One must remember there is no one system that does not have its shortcomings. For a time-on-time system to work all boats must sail perfectly, do even amounts of tacks, gybes and reaches, and be in the same winds at all times. Not possible - for sure not on Lake Nockamixon!

Enough history. In 2016, NSC had a good year for the Portsmouth Fleet. Skippers for most race days were Warren Mangan, Tom Burnley, Les Burnett, Craig Tourtellott and Tom Callis. "Liquid awards" were handed out to our racers that attended the Annual Banquet. Last year it was Irish beer, this year, American wine.

Mast Raising

Craig Tourtellott

Do you struggle each Spring to raise your mast?

While some have their own home-brew system of poles, lines or many helpers, did you know there is a utility pole behind the marina parking area to help in raising your mast or even in lowering one? The utility pole has a very nice winch system with a heavy cable.

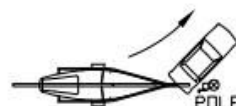
The system allows one or two people to perform the raising of the mast. What is nice is the system has plenty of height to make it very safe. There are instructions at the base of the utility pole.

Some masts allow an optional approach by using a jib halyard or spinnaker halyard. Halyards would eliminate the need for a loop around the mast (see illustration). Using your halyard allows for one person to stay on the boat and do the whole operation – solo.

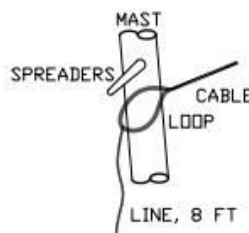
If you have not tried this in the Spring or Fall, give it a try. Members that have used it, like it. One suggestion – be sure to have an adjustable wrench in case the winch handle is missing.

MAST LIFT INSTRUCTIONS

USE LIFT AT YOUR OWN RISK
BRING A FRIEND TO HELP



PULL BOAT AND CAR NEAR MAST LIFT WITH BOW CLOSEST TO POLE.



A CABLE AND WINCH IS ATTACHED TO POLE. ATTACH A SHORT LOOP AROUND MAST USING $\frac{3}{8}$ INCH OR LARGER LINE. NEVER USE CABLE AROUND MAST. POSITION LOOP BELOW SPREADERS.

ATTACH AN 8 FT. LINE TO LOOP. THIS WILL ENABLE YOU TO PULL 'LOOP' DOWN TO REMOVE AFTER RAISING MAST.

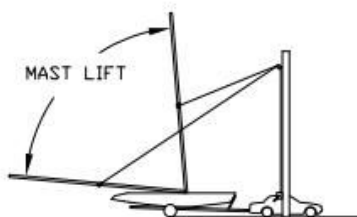
PREPARE MAST – ATTACH MASTHEAD FLY, STRAIGHTEN STAYS AND HALYARDS.

USE THE CABLE WINCH HANDLE AND RAISE MAST SLOWLY. WATCH FOR TANGLED STAYS AND HALYARDS.

SECURE MAST WITH FORESTAY AND ADJUST RIGGING BEFORE REMOVING CABLE AND LOOP.

PUT CABLE AND WINCH BACK AS FOUND FOR THE NEXT SAILOR.

BE SURE LIFT CABLE IS CLEAR OF ALL SHROUDS. PROCEED TO LAUNCH AREA.



Celestial Navigation 101—Part 4: Why Take a Noon Sight?

Brad Kurlancheek

The last installment finished by summing up the steps for taking a Noon Sight. They are:

1. Obtain **Hs-Max** (height of the sun, maximum), by measuring max sun height from horizon, with sextant, in order to determine Local Apparent Noon (LAN).
2. Mark down the watch time, for when LAN occurred.
3. Make 3 numerical corrections to Hs-Max
4. Subtract corrected Hs-Max from 90 degrees
5. The resulting sum equals **Zenith Distance** of the sun
6. Use Nautical Almanac to look up the Declination, based on the marked time from Step 1
7. **Calculate:** Declination + Zenith Distance = Observer's Latitude

Before going into each of those steps in more detail, it's useful to understand just why we're taking a "Noon" sight of the sun in order to determine our latitude, and not a 10 am sight, or 4 pm one or 9pm one. As with many things, a quick look at the "big picture" will be useful, set forth from a series of questions...

What are we trying to do here? We're solving for latitude. Latitude is our straight line distance up from, or down from, the Equator, which line of distance is perpendicular to the equator.

But from our little boat out in the middle of the ocean, how do we know where the Equator is? We don't. But we do know where the Sun is. With a sextant, we can measure the height of the sun above the horizon, in terms of degrees, from 0 degrees (sun is on horizon) to 90 degrees (sun is straight up from where we are).

Wonderful, but even knowing that, that still doesn't tell us where WE are. True, it doesn't. But using a Nautical Almanac, and knowing what calendar day of the year it is, we can look up "Declination." Declination is that particular band of latitude, for that particular day, that a beam of light, from the center of the sun, to the center of the earth, goes through a point on the earth's surface, at local celestial noon. We call that point - Geographical Position, or "GP". Think of Declination as a particular band of latitude that circles around the earth at a constant distance from the Equator, and consider the GP as a particular point on that band of latitude. The GP, and the whole band of latitude upon which it lies, fluctuate during a whole year's time, from 23.45 degrees South, to 23.45 degrees North.

What is Local Celestial Noon? It is the time of day when the sun is highest in the sky. Local Celestial Noon is not necessarily 12 noon on our watch, but it is near that time. For example, Local Celestial Noon might be at 11:40 local standard time, or 12:15 local standard time. A series of measurements with our sextant, starting several minutes before 12 noon watch time, and several minutes after, will tell us when local celestial noon is. Simply pick that time that has the highest measurement of the sun above the horizon.

Then using the Nautical Almanac, we know what the Declination is for the day we're taking our Noon Sight. And from the sextant, we've determined the height of the sun above the horizon at celestial noon.

Where does that get us? Like many problems, this one (of solving for our latitude) is solved by simple algebra. In this case, $X + Y = Z$, where we know two variables, X and Y, we can solve for the unknown, Z.

(Continued on page 13)

Celestial Navigation 101 (cont'd)

(Continued from page 12)

In our situation, we are in the northern hemisphere. The time of year is after the spring equinox (March 21st). The sun's declination, after March 21st, is north of the equator - i.e. between 0 and 23.45 degrees North.

In fact, several days later, on June 21st, the declination will have reached its northernmost maximum latitude, at 23.45 degrees North (known as the Tropic of Cancer).

For our situation, the present declination is on a day where the declination is some amount of degrees *north* of the equator, and because it isn't June 21st yet, it will be some degrees south of 23.45 degrees North. Consequently, when we look up declination in the Nautical Almanac, it's going to be some number between 0 degrees and 23.45 degrees North. We'll call the declination X.

Now for Y: By having determined, using the sextant, the sun's height above the horizon at local celestial noon, and subtracting that result from 90 degrees, we have measured the amount of degrees distance, from the sun's Geographical Position at noon (a/k/a Declination), to our position. This principle is the essence of understanding the theory behind the use of the sextant for a noon sight. To phrase it differently, using the sextant, we are able to measure precisely how far away our boat is from the sun's GP.

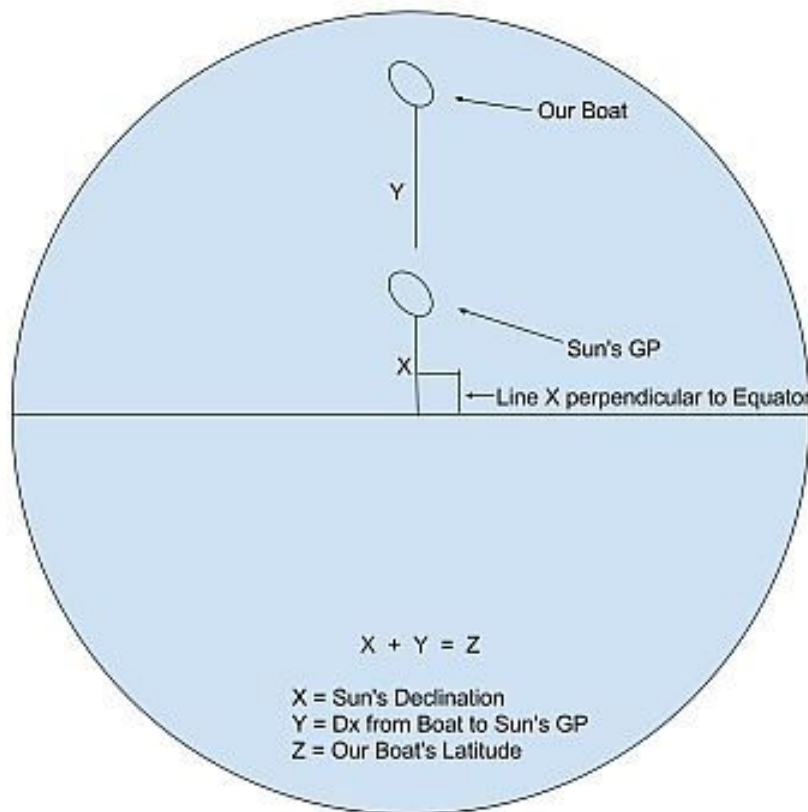
Declination is how far away from the equator the GP is.

If we add the declination (X), to Y - how distant we are from the GP - the result is our Latitude (Z).

It is important to keep in mind that we want these distances that we're dealing with to be aligned north-south, relative to the north and south pole. If they were skewed, say northeast to southwest, then our final result would be a longer distance than is necessary.

The only way to ensure that the two measurement lines - X (declination) and Y (our distance from the GP) are aligned exactly north-south with each other is to take the sextant measurement (Y), at celestial noon.

The next installment will discuss the theory of why and how a sextant, measuring the height of the sun above the horizon at local celestial noon, gives us our boat's distance from the sun's Geographical position.



What you missed if you weren't on Facebook this year...

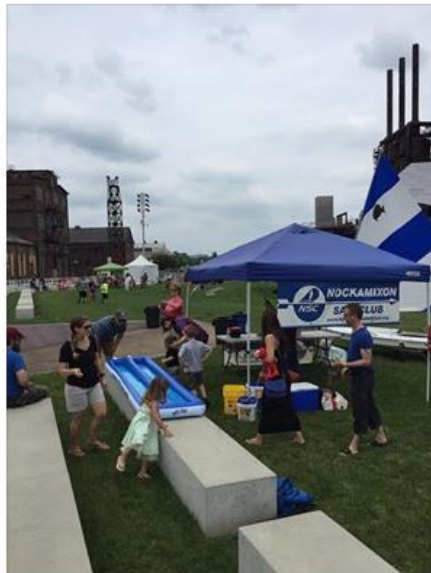
Ken Van Camp

A lot of NSC members don't even know we have a Facebook group. A lot more don't care. Here are a few of the posts you missed if you weren't following the NSC Facebook group. If you're on Facebook and want to join, search for "Nockamixon Sail Club (NSC) Group" or click this link: <https://www.facebook.com/groups/187254014714577/>



Paul Prozzillo is at SteelStacks.

June 4 · Bethlehem



Like Comment

You, Diane Paxton, Dan Reasoner and 12 others

Seen by 78



Diane Paxton Looks like a successful day for the club! Great setup! Love the regatta pool!!!

Like · Reply · June 5 at 11:10am



Phil Scheetz Great job guys!

Like · Reply · 1 · June 5 at 10:30pm



Brad Fitzpatrick

September 25

Beautiful but inconsistent day Sunday, with constant shifts and bipolar wind speed. Still fun though, and it even finally felt a little bit like Fall. This clip definitely felt more dramatic in the moment than it looks on video, but I wanted to share it non-the-less.



Like Comment



Les Burnett

April 29

Look what I found. Westriver Sail Club



Like Comment

You, Diane Paxton and 8 others

Seen by 72



Bill Pfanstiel Beautiful, let's spread the word

Like · Reply · 1 · April 29 at 5:45pm



Gil Weiss Very nice. Let's get a burgee into the Annapolis Yacht Club.

Like · Reply · 1 · April 29 at 5:59pm



Brian Scarborough

September 18

So much for a 500' ceiling above the lake late today. I'd be surprised if he was even 50'. But the wind was good enough to sail all the way to Lake House Bay. It completely died by the time I made it back to the Fishing Pier. Iron genny to the rescue.



What you missed if you weren't on Facebook this year (cont'd)



Gil Weiss

July 3

Seen on the lake today. Uncommon yet interesting.



Like Comment

Like Diane Paxton and 2 others

Seen by 67

View 4 more comments



Marsha Cooper Yes, they were out yesterday....another form of 'wet ass'.

Like · Reply · 1 · July 3 at 10:38pm



Gil Weiss Doubtful of a wet ass. They sit in an enclosure that emulates a tug boat.

Like · Reply · July 3 at 10:53pm



Marsha Cooper Yes, but Saturday several kids were in the back...transom was low and in the water, all in fun.

Like · Reply · 1 · July 4 at 7:48am



Gil Weiss Understood, that's "riding with you butt dragging". That could lead to water over the transom and a wet ass.

Like · Reply · July 4 at 8:27am · Edited



Marsha Cooper

June 25

Great participation, good weather, super food...pig roast was awesome.



Like Comment

You, Diane Paxton, Dan Reasoner and 16 others

Seen by 74



Judy Bork Morrison Thanks again to both of you for all the time and energy! A great day!!!

Like · Reply · 2 · June 25 at 9:22pm



Diane Paxton Well done Marsha & Laurine! It was great to see everyone! Thank you for a good time and all your hard work!!!

Like · Reply · 1 · June 25 at 9:51pm



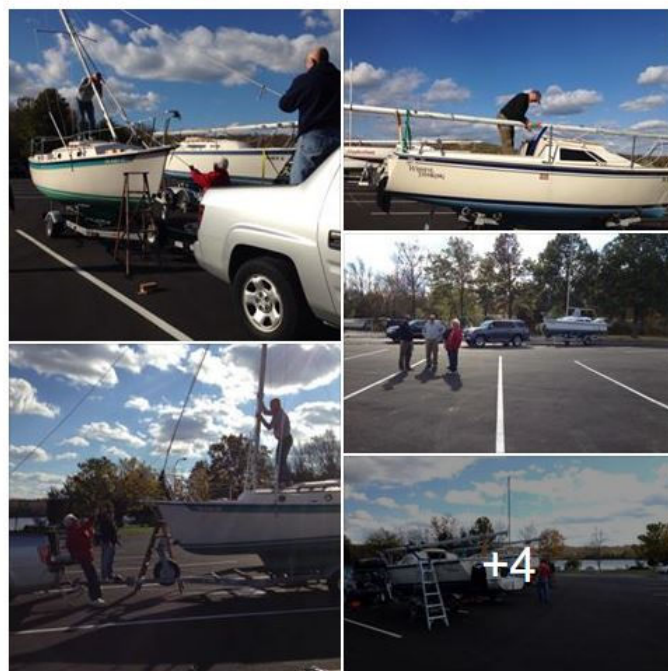
Gil Weiss Well Done. Great job. I highly recommend M and L Catering and Event Planning. Diane P is also highly recommended for marketing and public relations.



Diane Paxton

October 23

Sunday turned out to be a nicer day to haul out sailboats. Our Commodore Brian Scarborough said Saturday was cold, wet and down right miserable! Despite the awful condition Brian said many of our hearty sailors still hauled out their sailboat.



Craig Smith with Paul Prozzillo and 3 others.

October 9

Nockamixon Thistle Sailors hanging with Paralympic Silver Metalist, Brad Kendall in Annapolis on Saturday night.



**NOCKAMIXON SAIL CLUB**

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

**MEMBERSHIP
APPLICATION
2017****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 their 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 1st enjoy 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 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____

Check# _____, Date _____, Amt _____



Nockamixon Sail Club



Logo

NSC Apparel

Great Prices and Value

This is not a fundraiser

Show Your NSC Colors!

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

and "Nockamixon Sail Club" embroidered arched around back opening

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

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

More sizes available both Men's & Women's



Any Questions? Contact Dan Reasoner

215-997-7680

dcreasoner@comcast.net



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

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

The Nockamixon Sail Club

P.O. Box 133

Telford, PA 18969



Hauling out...

