



# THE COMPASS

*The Voice of Sailing on Lake Nockamixon*



[www.nockamixonsailclub.org](http://www.nockamixonsailclub.org)

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The Newsletter of  
The Nockamixon Sail Club  
P.O. Box 133  
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Volume 43, Issue 4

December 2017

## Remembering Glenn Wesley

Randy and Debbie Blough

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We will always remember Glenn as an abundantly kind and fun person to be around. His approach to daily living -- humble, compassionate, helpful, and studious yet joyful -- has always set a wonderful example to follow. And, his passing from this world does not change his status as role model.

Glenn's approach to sailing, and to life we would say, was that of a "student" -- always striving to advance his knowledge and skills, yet readily assisting other "students" along the way. When North Sails company representatives came to NSC for a winter seminar, Glenn filmed the session, edited it into bite-sized (byte-sized?) topical chunks and posted it on the website for all. We still go back to those video segments; the links are on page 9, or so, of Glenn's blog on our NSC website. In that blog, you will also find an amazing range of how-to information, not only materials he imported but many items of his own analysis. For example, there is a 5-part offering about Glenn and Dorothy's thought processes as they ordered their new Scot, "DJ," several years back. Also there are many items about boat setup, rigging, knots, splices, equipment, racing rules, and maintenance. Few of us, however, will have the energy to fully implement Glenn's meticulous approach to boat maintenance -- as an example, Glenn's highly detailed explanations unwittingly gave one of us a perfect excuse to avoid ever polishing the mast ("I don't have the type of wax that Glenn insists upon!")

The treasure that is "glennw's blog" also shares a lot of sheer fun -- nice photos and video from many club events as well as Glenn and Dorothy's cruising excursions in Martha's Vineyard, the BVI's and the Greek Coastline (e.g., <http://nockamixonsailclub.org/content/wilkinsonwesley-newport-marthas-vineyard-video>). Lucky enough to be along on some of those adventures were the Wilkinsons, Baucoms, Evelevs, Halls and others.

*(Continued on page 3)*



**Photos (L to R) Glenn and wife Dorothy at 2016 fall banquet when they won the Flying Scot and Frostbite series championships; at the helm while cruising the Greek isles earlier this year; racing his Flying Scot at the Wife/Husband championships**



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## Commodore's Corner

Brian Scarborough

Brrrr... The cold really hit this week. But I'm getting ready for it – as I type this, I've got guys upstairs blowing new insulation into the house.

It's the Winter, and that time of year most sailors would just as soon skip. But here at Nockamixon Sail Club, we are just getting started. First of all, at our Autumn Banquet, which also serves as the Club's General Meeting, you all elected a new, full slate of officers. I'm very happy that we have many holdovers from previous years, so we have great continuity of experience, while at the same time we have several new members of the Club sitting on Fleet Council to provide new perspectives and ideas. (The listing of Fleet Council members has been updated on the Club website at [www.nockamixonsailclub.org/fleet\\_council\\_2018](http://www.nockamixonsailclub.org/fleet_council_2018) should you wish to contact us.) I feel a balance of what we have done in the past, combined with great new ideas going forward, is a winning combination to keep the Club strong. Indeed, we have had many new members join in 2017, some of whom were able to attend the Autumn Banquet. To the rest of you who were unable to attend, welcome to the Club! Our next major event will be the Spring Warmup Banquet, and I hope to see you all there!

For most of us, Winter is a time to look longingly at our covered boats. Maybe there are some projects to tackle inside, and maybe you are lucky enough to have heated, indoor storage for your boat, so you can tackle major projects. The Club itself is much the same, as Fleet Council typically begins meeting in January to plan out the upcoming sailing season. This year is no different, but we definitely have some new initiatives to work on.

Unlike years past, we have 2, possibly 3 committees taking shape. This Winter, we need to form a Budget Committee to determine how much we should spend on a new(er) Committee Boat. And we also have a Committee Boat Committee (hahahaha!) to work on locating and purchasing a new Committee Boat. Currently, we have a core group assembled for the Committee Boat Committee, consisting of me, Quartermaster Craig Tourtellott, Paul Coache, Wilson Black, and Paul Prozzillo. We will be meeting this week (as of writing this piece) to start our search in earnest. We will also be getting a Budget Committee together soon.

Our third committee may be formed regarding training programs for the Club. Last year, we decided that the Club would be well served to have some more training opportunities, especially utilizing our Sunfish fleet. Many of our new members recently "graduated" from Nockamixon Sailing School. These new sailors often need practice, and possibly some coaching, to improve and hone their skills. Our Sunfish sailboats provide a perfect platform to attain some of these goals, as many of us who learned to sail on Sunfish can attest. Over the course of this Winter, we will be formalizing our program and our curriculum. If you have thoughts on what this curriculum should look like, please contact me directly, as we have preliminary course materials assembled and ready for editing and finalization.

As Fleet Council looks forward to the Winter planning months, we always like to remind you that we are here to guide the Club into what you, the membership, want the Club to be. Everyone is welcome to attend Council meetings (which are published on the website calendar.) If you have thoughts and suggestions, please feel free to reach out to me or other members of Council. My email is [bscarborough@me.com](mailto:bscarborough@me.com), and you can send messages to other members of Council by clicking on their names at the Fleet Council page referenced above.



## Remembering Glenn Wesley (cont'd)

*(Continued from page 1)*

Glenn's helpfulness, to the whole club and to the Flying Scot Class, is legendary. Needs or requests from fellow sailors typically jumped to the top of Glenn's priorities; he remembered anything we mentioned, even if we forgot. On race days, Glenn's early arrival gave him opportunity to be fully prepared while also allowing him the time to help anyone who seemed to need it. More broadly, Glenn was a stable and thoughtful guiding force for both the club and the class. While we don't understand the details of how he revolutionized both organizations' websites, we do know that Glenn was "the guy" when Randy was assigned to schedule the Race Committee - - Glenn conceived and developed a complete online scheduling tool, then showed it to Randy and brought him along (little-by-little) in its use. To say that Glenn was a proud and devoted family man is a vast understatement. Love and pride would beam from Glenn's eyes and face when he spoke of Dorothy, as well as son Alex. Thanks for everything, Glenn, and you are still the finest role model.



Glenn proudly wearing his Flying Scot cap and NSC shirt while vacationing in Greece (photo by Rob Wilkinson)



### Racing Fleet Awards

Gary Bonner

**NSC Club Championship Series:** Glenn Wesley

**NSC Frostbite Series:** Paul Prozzillo

### NSC Invitational Regattas

May Regatta: Randy Blough

Victor Jaczun Regatta: Paul Prozzillo

June Regatta: Dan Reasoner

July Regatta: Craig Smith

August Regatta: Craig Smith

September Regatta: Dan Reasoner

October Regatta: Jim Wickel

### ULDB / Club Picnic

Racing Division: Dan Reasoner

Cruising Division: Jeff Simon

### Fleet Awards

**Flying Scott Fleet:** Glenn and Dorothy Wesley

**Thistle high achievement:** Enzo Prozzillo

**Thistle Fleet:** Dan Reasoner

**Portsmouth Fleet recognition:** Geoffrey Simon

**Catalina Fleet:** Paul Servantes

**Hi-jinx award:** David Francis

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## Rear Commodore of Cruising Report

Colin Hannings

As the year draws to an end, I find myself reflecting on my first true cruising experience of this past season and cruising plans for next year.

After several years of procrastination and inability to match schedules, I was able to commit to a cruising trip in the British Virgin Islands with two of my longtime friends and our spouses. (Both of the fellows were in my wedding so many years ago.) We committed in August of 2017 for the trip to begin on May 1 of 2018. I was finally going to famous and infamous places I'd heard so much about over the years including Pusser's, Sydney's Little Harbor, the Soggy Dollar, Anegada, Virgin Gorda, the Red Rock Restaurant and The Pirates Bight. All of them had been recommended to me and then when Bill Clark from the Club endorsed each of them, I knew I had to follow his endorsements.

BANG! We had Irma and Maria hit the BVI in September. After we felt the shock and concern for survivors, I began to wonder about what impact the storms would have on our plans for the cruising in May. While the others had sailed in the BVI, and I had only been there as a "landlubber" tourist, I was "nominated" as the manager of the trip. In this situation there is a downside to being the more committed sailor of the bunch with owning two sailboats, take sailing courses and being a member of a sailing club.

While I initially felt some concern about how we would find conditions in May, I rather quickly resolved that with eight to nine months before we embarked, the good citizens of BVI could restore their infrastructure and largely restore the tourist spots in time for our trip. However, as the weeks and months went by I was getting a little less confident in my belief. My buddies started wondering what the conditions would be like and then the hammer fell! My wife started voicing the same concerns. At this point, if I recognized what was good for me, I had better start poking around on the internet and get some information about the state of the restoration.

My dilemma was how do I get credible, not financially biased information about the current state of the BVI and the prospects for May. Each restaurant or hotel I called would have some financial skin in the game and potentially I would be getting a distorted report based on their interest. Likewise, I would be running the same risk with an internet posting. Since we had used a boat broker to rent the boat, I felt he would certainly be interested in us going as planned rather than defer for a year. Dollars feel better now rather than later.

I started looking on the websites for the restaurants and bars. I found Pirate's Bight was supposed to be open for New Years. But when I checked back several days later, I found they had been open for Thanksgiving. Next I checked on the Red Rock Restaurant & Bar in Tortola; they were also open for Thanksgiving. Coco Maya was open for lunches in mid November, served dinners for Thanksgiving and handled a destination wedding on December 1. Things were looking up!

While I reminded myself only the best views were being shown to me on the Internet, it wouldn't be in their interest to consistently be misleading as so much of their business has to be return business and customers would not look kindly on being misled.

With all the information I was able to glean and my belief in the good people of the BVI being able to work to restore their economically crucial industry, I feel confident I can recommend to my friends we can go ahead with our plans. Whew! And I am certainly looking forward to it.

### Cruiser and Sailor of the Year

The Nockamixon Sail Club was very happy to make awards this year to our Cruiser and Sailor of the Year.

Kim & Paul Coache were awarded Cruisers of the Year due to their continuous enthusiasm and dedication to sailing and our events.

Marsha Cooper was awarded the Sailor of the Year due to her ongoing dedication to the club and the club's activities along with her support in assisting with the management of the club's events this year as she has done in years past.

In April of 2017, a friend I'd met skiing about 20 years ago asked if I would enjoy crewing on a sailing trip from Rock Hall to New England. It took me only about a heartbeat to say "yes." Of course then I had to clear it with my wife to see if the individuals going on the trip met her "character" test. She is always afraid I will meet and spend time with those too interested in "Demon Rum." I assured her not to worry.

The second boat, Kodachrome, was being sailed by a

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## Rear Commodore of Cruising (cont'd)

*(Continued from page 4)*

retired commercial photographer who was going to single handle it up from Rock Hall to New England. Kodachrome's captain, Roland, had already done the Atlantic three time on his own. I was certain he could handle the 10 to 12 days we were going to be using to get to Massachusetts.

We set out from Rock Hall about 0:dark:30 one morning late in June. By the end of the first day, after motor-sailing and sailing up the Chesapeake, we anchored at the East end of the C & D Canal for a nice chicken, rice and brandy dinner. Not only was our Captain in charge of our boat, he was a pretty fair cook. Next day was down the Delaware Bay and around Cape May Point to Cape May. The senior members of the crew on our Tartan 3700 said going around the Cape May Point is like being in a washing machine. I can certainly say it was the roughest day we had in the entire trip.

We spent two days at Utsch's Marina in Cape May waiting for the unsettled or stormy seas off the coast to settle. Fortunately, we were sailing by the weather and not the calendar; a real bonus to being on a boat where every crew member is retired from the professional working world. I was able to revisit some nice restaurants and watering holes I frequented from when I pulled Army Reserve duty at the Cape May Coast Guard Training Center.

Finally, we were able to set sail out into the Atlantic heading to Block Island. We were going out in the ocean and not sailing along the coast. Accordingly, we'd be sailing continuously for approximately 36 hours and pulling night watches. They had no argument from me when it came time for me to tether up to the jack lines. As it was my first true "cruising" experience, I had no trouble staying alert during my night-watch shift. The entire set of sights of the other vessels at sea kept me wide awake.

We pulled into Block Island on the 3rd of July to a fully crammed harbor. What a beautiful site! The shore taxi took us into the Island and we began having some great meals. Oysters! Every restaurant and bar seemed to have a band. What a wide array of musicianship! Some bands were great while others were your youngest brother's garage band. On the 4th we woke up aboard and in the harbor enterprising young guys were motoring around selling danish pastries and cinnamon buns. They, along with the young guys on the boat collecting trash, made out like bandits with the tips they were collecting. Why didn't I think of that when I was in college? As the night closed in, we saw the fireworks going off over the island from our Tartan. What a sight!

On the 5th we took off for Cuttyhunk. Wow! What a place. We took our dinghy in and did the self-guided walking tour. Went up to the top of the hill to the abandoned military base, went into the multi-denominational church with the broken shell mosaics of religious images and then down again to the docks to get our fresh lobster dinners.

My part of the trip ended several days later as we went into Onset, Massachusetts. Roland introduced us all to the couple from whom he bought his boat. They live adjacent to the dock area at Onset. We had dinner with them. They were kind enough to invite us back to their home after dinner for ice cream. Oh, my, were they were true ice cream lovers! They had about five or six flavors so there was not anyone making compromises about what flavor ice cream they had for desert.

Some crew members were continuing up to Maine, but three of us got off at Onset. We were able to get a one way car rental back to Pennsylvania. Fortunately, I got back before the grass got too high.

What did I learn on my first true cruising trip?

I can easily live "small." I had no trouble living in the salon area and converting it to my bed at night. You're top side most of the time, anyway.

Being on the boat is endlessly fascinating. While I am an avid reader and I took at least two books with me, just being in the cockpit experiencing the movement of the boat over the sea was more rewarding than the reading.

Don't be fooled thinking docking or catching a mooring ball is easy. It's not. It takes some skill and concentration.

Saw my first lazy jacks in operation. They certainly make dealing with the mainsail easier and more manageable.

People in the sailing community are as friendly and helpful as I have read and heard. Every person we met was a delight, interested in loving life and only too willing to help out.

I hear for next year, there is talk of Nova Scotia. Count me in.



## Thistle Fleet Report

Craig Smith



The 2017 season was a great success both on and off Lake Nockamixon. We had 14 skippers compete in fleet racing and a large number of them participate in travel regattas as either skipper or crew. One of the great things about owning a Thistle in the Philadelphia area is the number of TCA regatta sites within a few hours of Lake Nockamixon. There are 9 active Thistle fleets within a 3 hour drive who all sponsor regattas, so traveling to these great clubs is yet another reason to sail a Thistle. The award for attending the greatest number of events is Gary and Robin Bonner, who went to MWE, Sarasota Midwinter Regatta, AC's and Nationals. We had 3 Fleet boat attend Nationals this year in Chautauqua NY. They were Dan Reasoner, Gary and Robin Bonner, and Joy and Charlie Yingling. Dan finished in 4th place and Gary and Robin took 19th out of the 47 boats in the President's Division.

The 2018 season should again be a great year of high fleet participation in the Thistle Class travel regattas. There is already buzz about Nationals which is be in Westport Connecticut from July 28 to August 3. Because it is close, I suspect we may have as many as 6 fleet boats attending this regatta so be sure to put that date on your 2018 calendar. Other 2018 regatta dates to put on your calendar are Feb 24-26 for the Tampa Tune-Up followed by the Midwinters East Championship in St Petersburg on Feb 27 to March 2.

Here are the complete 2017 Scores for the Nockamixon Thistle Fleet series. Congratulations to Dan Reasoner for winning the Fleet Championship on the LAST race of the LAST DAY of the season.

Skipper	Boat #	Percentage	# of races	Qualified?
Reasoner	4000	0.91	18	Q
Smith	740	0.88	15	Q
Prozzillo	3911	0.57	15	Q
Bonner	3077	0.46	16	Q
Scherrer	2965	0.43	11	Q
Yingling, C.	2528C	0.49	9	
Schwenker	3235	0.31	8	
Rosen	3923	0.27	8	
Yingling, J.	2528J	0.63	5	
Priniski	1678	0.6	3	
Morris	153	0.21	3	



Rescuing the out-of-gas NSC chase boat (photo by Warren Mangan)





## Membership Report

Judy Morrison

This has been a great year for membership! We had a record high number of members, and this is great news! We hope to have you back in 2018 as well. It is now time to renew your memberships, if you haven't done so. We already have 18 members registered for 2018! Maybe that's a sign of good things to come – 18 for 18. 😊 If you're not aware, we added online membership applications and renewals. This way, we can save paper, save on stamps, and also save trying to figure out how to read some of the writing on the membership renewals.

\*\*\* Our top choice and recommendation is online (Paypal account NOT NEEDED)

1. Go to <http://nockamixonsailclub.org>
2. Click the "Join us" tab at the top.
3. Scroll Down and click "On-line application" Direct link: <http://www.nockamixonsailclub.org/content/2018-membership-application>
4. Complete all information (if you enter it correctly, we'll have the correct information – no errors in difficulty reading your writing!) Be sure to enter all information
5. Click "Submit Application and Pay Your Dues"

When you are directed to the next page, choose Cruising or Racing Member (whichever you signed up for).

\*\* If you have a paypal account, log in and pay using your pay pal account

\*\*If you do NOT have a pay pal account, you DON'T need one! Just scroll down, and click "pay with debit or credit card".

Enter your information on the safe, secure, website and click "pay now".

You're now registered for the 2018 season!

\*\* A second choice would be to register online using steps 1-5 above. If you do not have a debit or credit card, or do not feel comfortable paying online with them, you can mail in a check to:

Nockamixon Sail Club

PO Box 133

Telford, PA 18969

\*The third (and least attractive option) would be to download the paper application from the website (or print it from this newsletter), complete it, and mail it in with your check. If you choose this option, please be sure to PRINT CLEARLY, and include all information on the form.





## Woodenizing Your Fiberglass Boat Cabin, Part 2

Brad Kurlancheek

A couple of issues back the Compass published part 1 of this two part series. It may be found here, on page 9: <http://nockamixonsailclub.org/sites/default/files/TheCompassMay2017.pdf>

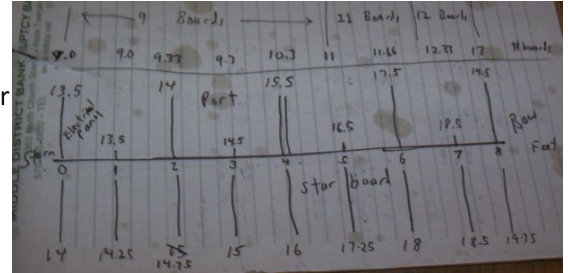
You may recall my complaining about hanging out in a small sailboat's cabin, when said cabin is lined with fiberglass. It is truly a wonderful building material, but imagine your bedroom lined with fiberglass, or your living room. Hence, this article: How to use easily available building materials to add the warmth of wood to your fiberglass boat cabin.

Part 2 of this article gets down to the nitty gritty of actually doing this project for your boat.

Please refer to the attached plan diagram showing measurements and drawings.

As I did for my Montgomery 15, draw up a plan diagram first. The better your plan, the easier will be the work.

From the companionway to the bow is roughly 8 feet horizontally. Of course, the side of the hull is curved. Referring to the lower portion of the plan diagram:



The vertical distance, from the floor to ceiling, varied. At the companionway, it is about 14 inches. Halfway to the bow, it is 16 inches. At the bow, it is almost 20 inches. See diagram for exact dimensions as I found them. The bottom of the diagram is the starboard side, top is port; left end of diagram is at the companionway, right at the bow.

I did not install paneling from the companionway to the stern, since this is a narrowly accessible storage area.

Here's something I discovered while measuring: the two sides of my boat are not symmetrical! Who knew?! I sure didn't. This is why you should measure both sides of your boat, instead of just one side.

On the diagram, there are 9 vertical lines I call "stations". Station "0" is at the companionway. Every foot of distance is marked with a station number. The station numbers end at "8", by the bow.



The wooden planks I used were simple 8 foot lengths of pine window moulding which you can get at most hardware stores (see picture at right). The width of each plank is 1.5 inches and the thickness is 1/4 inch. Nothing fancy, just flat top, flat bottom, straight quarter inch sides. For my boat, I bought about 25 of them.

With my 25 8' long pine planks, the first thing I did was lay them on sawhorses on the back deck, and then I put two coats of tung oil on each side and on the sides. Easier to do this on your deck while the boards are flat, than in your boat in a cramped space and their sides are lying vertically.

You can use varnish or any moisture protection you choose. You do want to cover both sides, as the inside part of each plank is likely to encounter moisture from condensation.

As I'd stated in Part 1 of this series, laying 8 foot long planks one on top of the other does not work. This is because the sides of your boat hull are curved horizontally, and longitudinally. Straight pieces don't fit well into curved places. Still, you do want your planks to conform to the gentle curve of your boat hull, else it won't look right.

What to do? The key I found is to cut each 8' long plank, into 2' lengths. Consequently, you'll end up with 4 banks of planks, on both starboard and port side. You do want each of these 2' long planks to show some curve, against the hull, instead of just being straight-battened from point to point, and cutting them down to 2' lengths is a way to accomplish that.

In order to affix the horizontal planks to the interior sides of the boat hull, my first idea was to glue to the hull a vertical strip of plank - from the same stock used for the horizontal planks - at Stations 1, 3, 5, and 7. So there'd be four vertical planks ranging from from 13.5" to 18.5" in length, at each of those stations, on both sides.

This idea had the advantage that I'd not be gluing the horizontal planks directly onto the fiberglass hull. Instead, the horizontal planking would be affixed only to the 4 vertical planks on each side. That way, a future owner may remove the planks, or replace them with other planks, more easily.

The problem with this idea is that the hull is not only curved outwards, but also longitudinally, from floor to ceiling. A

*(Continued on page 9)*





## Woodenizing Your Fiberglass Boat Cabin (cont'd)

*(Continued from page 8)*

13.5" to 18.5" piece of pine plank which is 1/4 inch thick, really does not want to curve very much. You can force it to, but no matter what kind of glue you use, whether it be epoxy, or 3M 5200, I found it will eventually separate itself from the curved boat hull and go back to its original shape of being straight.

The truth is, you really do want these vertical planks to exhibit the same longitudinal curve as your boat hull, in order so that your woodenized interior ultimately looks "boaty", and not "mobile-homey".

How to solve the problem? Well, this is where the professional masochists get separated from the amateurs. The only way I found to fix this problem was to cut each vertical plank into 1.5" x 1.5" squares.\* For example, the plank at Station 1, where the length of the side plank is 13.5", ends up having 9 square pieces.  $9 \times 1.5 = 13.5$ . For the 4th vertical plank, at 18.5" in length, you end up having 12 square pieces.

And so the first gluing is to attach each little 1.5" x 1.5" piece, in a column from floor to ceiling, at Stations 1, 3, 5, and 7 on each side. I used 3M 5200. You put a dab of it onto the back of each square piece starting from the bottom, smush each piece into place. I found that 5200 sticks better to fiberglass than epoxy and since it is already sticky, you can just smush each piece into place and let it go - no tape required while drying.

Once smushed in, wait at least 7 days, if you've bought the slow drying 3M 5200. Then you can start installing the horizontal 2' long side planks, onto the vertical plank mini-piece, starting with the bottom-most plank.

To install each 2 foot piece, I drilled a small hole through the horizontal plank as I held it in place, into the small 1.5" x 1.5" piece behind it, which should lie in the middle of your 2' horizontal plank piece. On the outside of the horizontal plank, drill a small impression, using the drill bit or a philips head screwdriver, to countersink the screw head.

I used 3/4" bronze screws from Jamestown Distributors. Local hardware stores generally carry 3M 5200. Screws (and not nails) are recommended so a future owner or you may remove or replace horizontal planks. They also look better, especially the bronze ones.

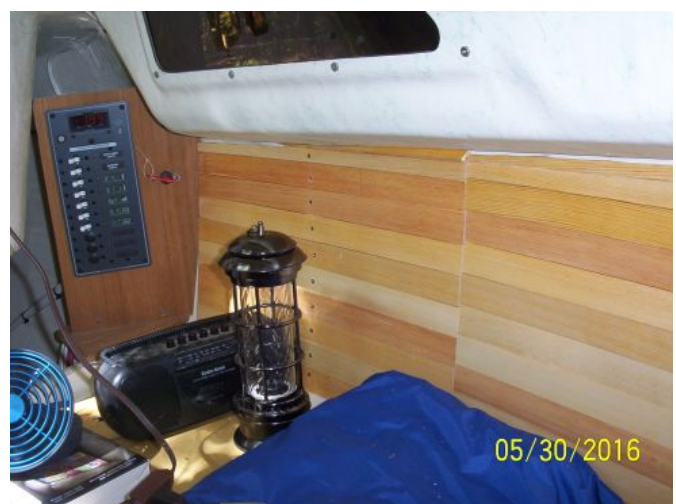
Obviously, you do NOT want to drill or screw all the way through the small square pieces affixed to the hull, unless you don't mind having holes in your boat. So be extra careful when drilling your pilot holes.

The closer you get to the bow, more horizontal planks will be required. Some of these planks you'll want to custom cut, in order to fit into the somewhat triangulated space which remains at the top. See pics, for my somewhat crude attempt at custom fitting the very top planks.

The total weight of all the planks for the Montgomery 15 came out to less than 10 pounds. Cost was between \$150 and \$200.

Good luck - if you have any questions feel free to email me at [bkurlancheek@gmail.com](mailto:bkurlancheek@gmail.com)

\*You could perhaps avoid cutting each vertical plank into small squares, if you're able to steam each piece, and then curve the plank before it cools.





## NOCKAMIXON SAIL CLUB

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

# MEMBERSHIP APPLICATION 2018

**NOCKAMIXON SAIL CLUB** has easy to use on-line application membership at  
<http://www.nockamixonsailclub.org/content/2018-membership-application>  
or complete the information below and submit to the club mailing address.

### Contact Information

☐ New Member ☐ Renewal

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

### Membership Level

Active Racing Member <input type="checkbox"/> \$100/year	Active Cruising Member <input type="checkbox"/> \$50/year	NSC Capital Fund \$ _____ Contribution Amount
--	---	---

Active Racing Member - 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. Active Cruising Membership - 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 all NSC activities and non-racing programs.

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\_\_\_\_

Check the Online Accounts Which You Currently Have: ☐ NSC Website ☐ NSCPa Yahoo Group ☐ NSC Facebook Private Group  
NSC Compass Newsletter: ☐ Online ☐ Hard copy via mail

**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: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/20\_\_\_\_

Check# \_\_\_\_\_, Date \_\_\_\_\_, Amt \_\_\_\_\_





*Nockamixon Sail Club*

# NSC Apparel

Great Prices and Value

This is not a fundraiser

Show Your NSC Colors!



Logo

**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.**

**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



End of year haul-out photos by Diane Paxton