

THE *The Voice of Sailing on Lake Nockamixon*
COMPASS



www.nockamixonsailclub.org



NSailClub@AOL.com

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

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December 2018

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Save the Date

**Spring
Warm-Up**

**Saturday,
March 16**



John Weldon, presented with the "Sailor of the Year" trophy by Commodore Brian Scarborough at the Fall Banquet.
Photo by Bruce Idleman. For more photos and a complete list of award winners, see pages 4-5.

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 Com-Pac: Bill Pfanstiel
 Flying Scot: Phil Scheetz
 Impulse 21: Warren Mangan
 Precision: Steve Hayick
 Portsmouth: Craig Tourtellott
 Thistle: Paul Prozzillo

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From the Editor's Desk

Ken Van Camp

We decided to keep this month's issue of The Compass shorter than usual, so you won't see all the usual fleet reports or commodore/vice-commodore corners.

Some may wonder about the timing of The Compass (or even why we need one at all, in this age of the World Wide Web). One answer is that it is mandated by the club's constitution and by-laws that we will publish a newsletter four times/year. Most of the issues are timed, in accordance with the by-laws, to be published 30 days prior to our major events and club meetings, but the December issue is the exception. Its purpose is to announce the award winners from the Fall Banquet, and any changes in officers (which were voted on at the banquet). Unfortunately, it occurs at a time when most members are thinking more about the holidays than about sailing (unless Santa delivered some nice boat supplies under the tree).

Do we need The Compass?

Some might say we don't, since more and more news about the club is flowing from our website and Facebook group. But I think it still fulfills an important purpose of gathering all the important news and announcements from all parts of the club, and presenting them in a single place, four times a year. And although it's a bit of a hassle for the officers, it does remind them to put together a little communication for the rest of the club a few times a year.

From time to time, I think about whether a web page format might be better for The Compass than its current PDF/paginated format. After all, more and more people are getting their news on-line, and fewer and fewer rely on printed formats.

Personally, I find most on-line "news" sites dreadful to read, but that's because of their "in-your-face" ads that demand your attention. The American public adapted to advertising as being their ticket to free television content many years ago, and I understand that on-line Internet ads are supporting all the free content we're seeing. Unfortunately, I find the advertising on many sites has become so insistent that I can't read the news without being constantly distracted by it. So I pay to get my news from nytimes.com, because its ads are low-impact (images that consume less than 25% of the page, and which you have to click on if you want to hear more).

But our website doesn't have any advertising, and The Compass has only a very small number of ads. And our ads are usually unique, offering products very specific to the sailing community at Lake Nockamixon. And they're always low-key, and never in your face.

PDF or web page?

I discussed it with Bruce Idleman, our Communications Officer, and we agreed that many members like the PDF format because it's conducive to off-line reading, whether printed or simply viewed on a computer Kindle-style. It's also conducive to easy archival, and all of our back issues of The Compass are retained on our website, www.nockamixonsailclub.org.

So for now, we're keeping The Compass as it is. If you have an opinion, I'd love to hear from you.

And I wish you and yours a Happy Holiday Season. Only 103 days 'til launch!

Renew Your Membership

Judy Morrison

This has been a great year for membership! We've continued to have record high numbers of members, and this is great news! We hope to have you back in 2019 as well. It is now time to renew your memberships, if you haven't done so. We currently have 10 members registered for 2019! That means that many of you have not renewed yet. As with last year, we are continuing to offer 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://nockamixonsailclub.org/content/NSC-2019-membership-application>
4. Complete all information (if you enter it correctly, we'll have the correct information – no errors because we couldn't read 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, you can 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 2019 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 Cub
PO Box 133
Telford, PA 18969

*The third (and least attractive option) would be to download the paper application from the website, 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.

If you have any questions or concerns, please feel free to contact NSC Membership Secretary Judy Morrison at jmorrisonpt@verizon.net. I'm a skier, so I've been telling people to "think snow!" but for all of you, while you're thinking snow, also "think sails" and renew your membership early!

2018 Sailing Awards

Racing Awards

Thistle – Presented by Paul Prozzillo, for fleet champion

4th Place: Warren Rosen

3rd Place: Paul Prozzillo

2nd Place: Gary Bonner

1st Place: Craig Smith

Ernest Korchak Award presented by Craig Smith – Award for high level of commitment, enthusiasm, and participation in the Thistle Fleet: Gary Bonner

Flying Scot – Presented by Phil Scheetz for fleet champion

5th Place: John Whelden

4th Place: Mike and Sam Mandell

3rd Place: Matt Cohen

2nd Place: Randy Blough

1st Place: Phil Scheetz

John Noone Trophy is for the fleet championship. It was a tie (for the first time ever, even after going through all of the tie breaker rules) for Phil Scheetz and Randy Blough

Club Wide Awards – Presented by Gary Bonner

Frostbite Series

3rd Place: Paul Prozzillo

2nd Place: Warren Rosen

1st Place: Mike Mandell

Club Champion (21 Skippers)

3rd Place: Warren Mangan

2nd Place: Gary Bonner

1st Place: Paul Prozzillo

Cruising Awards – Presented by Colin Hannings

Coves Poker Challenge: Marsha Cooper

Ladies Dam Race: Jamie Dechico

Rookie of the Year: Karen Allen

Raft Ups: Chelsea and David Strzempek

Cruising Special Achievement: Wilson Black (helping with all launch/haul out, helps with boat maintenance)

Cruising Special Achievement: Ken Van Camp (for all the work on the Compass)

Cruiser of the Year: Bill Clark (He also won ULDB)

Catalina Sailor of the Year – Presented by Greg Morrison

Wilson Black

Sailor of the Year – Presented by Brian Scarborough

John Whelden

More Fall Banquet Award Winners



Photos by Bruce Idleman

Flip a Sailboat?

Craig Tourtellott

Back in early 2018 Warren Mangan and I discussed picking up an Impulse 21 in Marblehead MA. An owner was ready to scrap his boat and trailer after years of sailing her at his local sail club. Over the Good Friday weekend, we decided to take a ride. Started out a bit rough as Warren had a fender-bender with the tow vehicle the week before our weekend. Warren arranged for a rental. It was a huge pickup. Needed a 'ladder' to just get in to the cab. We loaded the truck with supplies, tires and tools. The ride up was enjoyable.

We arrived at the salvage yard, found the boat and were pleased with what was under the layers of dirt. We started to remove leaves, the mast, find small parts, lines, check out the tires and wheel bearings. Now we just needed to meet face-to-face with the owner. Met over dinner at a small bay front restaurant just full of locals. Best New England Clam Chowder. Bill of Sale was exchanged, but no title on the trailer. Massachusetts at the time did not use titles. Just a quick note – all states require them now! Went back to the yard, hooked up and towed the rig to the local Motel 6. Warren and I kept expenses very low. It was a room, and that was about it.

Woke up on Saturday, ready to motor home. Did I also forget to say, Warren and I both brought our EZ-pass modules? We had to bury one into the truck so we did not double pay tolls. Boat was nothing for the truck to pull, bearings were cool running, tires great. Stopped a few times to check the rig and take a rest. Arrived home safe and sound. Now what to do.

Flip a Sailboat project was started. We had a rusty trailer, weather worn bunks, rotten keel boards, acceptable but worn out lights (they did work enough for the ride home). The boat needed more of a good power wash. Removed weather worn lines. The mast was more green than white. The tiller was barely solid wood.

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Before



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Happy Motoring/Sailing!**

Flip a Sailboat? (cont'd)

Sails were acceptable and with my HilltopSAILS scope I could make them work.

Now the list of needs – strip and paint the trailer in grey and black, new bunks with carpet covering, strip and paint the mast and boom a bright white, add new wire halyards, add a boom vang, fix some ding and chips in the fiberglass, clean and buff the sides to expose and polish the red gel coat water stripe, replace the worn out through-deck fittings, clean the bilge of mold and a strong smell. The bottom paint was a bit rough – should I strip it down to a bare hull? Keel was in very good shape. It was time to order Tough2Strip for the bottom paint removal. It is the best product – easy on the hands but super on removing layers of paint. You can actually apply without gloves as it is pH neutral and water based. Three quarts and the paint was off. Ready for some new EPaint bottom paint.

What was good news was the Impulse 21 fits under my boat-car port boatlift and I could get the boat off the trailer to do all the work. The trailer was easier without a boat on it. Rust was removed, new SS bolts used to place newly painted supports back in place. Manufactured new bunks and keel supports. Ordered new lights. Now what to do about a title. Stopped at Fast Tags. Found it was not possible to get tags without a title in PA. Applied for a title using the PA form for a boat and trailer. Success, with a little cunning and slight of hand, we have titles and registration. We could now manufacture a motor mount since we have valid boat registration. Made the motor mount using stainless steel supports and a donated motor plate. Slipped right on the old motor mounting plate on the stern.

Up to now, end of December, the boat is about seaworthy. Tested a trailer extension on Bob Gordon's Impulse this season. Made a dolly with a 12 ft extension tube. Need to finish the bottom paint and raise the mast to complete the standing rigging and running rigging. This winter we have the time. Retirement has been achieved and we now have more hours available to finish the Flip. More on the project in the next issue of The Compass. Enjoy.

In Progress...



Make a Packing List for Cruising—Part 2

Brad Kurlancheek

This is part 2 of the Pack List series, which was first published The Compass in May of this year. And so continuing... Recall at this point, we've compiled our Packing List for our Big Boat Trip. Within the List, using a word processor, we now move each item to a specific category, including ones such as: 1) Equipment and Gear, 2) Food and Kitchen Items, 3) Trailer and Vehicle Gear & Tools, 4) Bedding, 5) Clothing, 6) Pharmacy, and 7) Tools (divided further into what tools to take on the boat, and those to leave in the car). Obviously if you have a trailer problem on the road, you want to have some heavy/large wrenches and pliers with you, but you may not necessarily want those tools on the boat. Likewise, there's many other tools and spare parts that only do you any good if they're on the boat. Sort as needed, and consider bringing two separate tool cases.

After categorizing, you're ready to marshal all the stuff into one place, preferably in a room adjacent to a door which opens to the outside, so that all the items may then be easily carried to the vehicle. It takes me a day just to marshal all the gear and supplies into this one room and get it sorted into proper containers. We can refer to this day as "Marshaling Day." Our goal is to have, by the end of the day, all the items on the list, placed into this one room, and placed into its respective container, if applicable. I use plastic storage containers, backpacks, marine sacks, and vinyl coolers. Plastic see-through containers are useful so you can quickly see what's in each one. They're also water-proof, so on a small cruiser you can leave them on the cockpit floor overnight, freeing up room in the cabin for sleeping.

Once all packable items are in their proper container, load as much as you can of the stuff into the car before calling it quits for the day. The more you can load that evening, the better your chances of getting an early start the following morning.

To marshal all the gear into one place, I use my den, a room that's about 12 x 12 that has little furniture to get in the way. To begin the marshaling, using the printed Pack List, going through it item by item. I'm lucky in my house to have another room that's called "The Boat Room." The nice people that owned the house before me called it "A Living Room". Go figure. So most of the items on my Pack list are somewhere in The Boat Room.

The trick I found to successfully completing Marshaling Day is to actually Go and Get the particular item on the list that you've come to. This is because there is a tremendous temptation to tell yourself, "Oh, I know where THAT is. I'll just go get IT right before we leave." Like I said in the last article, Who really needs a centerboard? Or a Boom, even. Yes, I actually drove 3 1/2 hours one time, towing my boat and all my gear, for a 6 day cruise near St. Michaels. Upon arrival, I discovered, sadly (though the word hardly covers the depth of my despair), we were boom-less. Not too many people have the requisite intelligence level to forget to bring that item on their big boat trip. Alas, I do.

You might now better understand what you perceive as a slight obsession on my part, with Packing Lists. I think having a good one, and diligently abiding by it, are actually more important than knowing how to sail your boat. This is because it probably won't matter how good a sailor you are, on your big boat trip, when the Boom is not joining you and you resolve to spend the upcoming 6 days actually sailing without one (being too stubborn to drive 7 hours to

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Make a Packing List (cont'd)

retrieve it). No, you'd rather sail 6 days without a boom than spend countless more minutes staring at pavement. Sailing boom-less, I found, can be done. Life won't be fun, you'll berate yourself continuously throughout the trip for being such a blithering idiot, and certain points of sail will likely be just plain impossible. But who cares. You're on your boat, out on the water, and free as a bird (sort of). More like a bird with broken wing.

Unbelievably, it was on one of those 6 days, sailing boom-less, when I developed the remarkable and outlandishly genius-level idea of not checking an item off of the Pack List, until I'd actually gone into The Boat Room and physically picked it up (and then, mind you, carried it to the Marshalling Room). This concept relies totally on the venerable "If You See It, You Won't Forget It" principle. And then, if you still forget the item, well, you need help.

If you're like me, your boat is on a trailer in your backyard. When I start loading, I throw the light and harmless stuff into the boat cabin - such as air mattress, pillows, sleeping bag, sails, blankets, cockpit cushions, towels - anything that, when bounced around while driving, won't damage anything inside the cabin. This allows for more room in the vehicle for the rest of your stuff. And if you've ever cruised for several days, then you know there's a lot of stuff.

If there's time left during the evening of Marshalling Day, I'll strap down the boat onto the trailer, to get it ready for highway driving, and will hook up the trailer to the hitch. All sorts of snafus can arise when doing these tasks, so it's best to get them out of the way the day before. It's also a good time to refill the trailer tires (I use a bicycle pump with gauge), check the trailer's grease caps (and/or have your boat trailer professionally serviced beforehand), and make sure there's a license plate on it. Finally, is your boat properly stickered?

Your only remaining chore is to get a good night's sleep, while you dream of sailing under blue skies in 10 to 15 southwesterlies. In the morning, you can be off early, to arrive at the boat ramp, load the boat, rig as necessary, and be off to and anchored in a sheltered cove all before dark... or, stay at a motel that night near the launch ramp, and launch early the following morning, fresh and raring to go.

But you should know, of course, before getting to that very first and most important of checkpoints, otherwise known as End of The Driveway, you should go over the Pack List just one more time while you're having your morning coffee, before starting the car. If you're like me, you could even forget to bring the boat.

(For the last and final of this series, with the consent of my editor, Ken, I'll bore you with the Pack List I use for a 6 day Chesapeake Bay cruise in a Montgomery 15.)

What You Missed on Facebook

Ken Van Camp

If you're not a member of the NSC Facebook group, you've missed out on a lot of great discussions, photos, and memories. Here's a small sampling of some of the posts on our Facebook group this year...

**Robert Mueller**
July 4

Here's hoping that this mast sleeve will prevent the hinge pin from popping out and mast crashing to the deck. I inherited the stretched slot when I bought the boat. I think that all Scots should come with it as standard



5 Comments Seen by 108

 Like  Comment



Randy Debbie Blough I installed the sleeve on my older boat #1954, which looked a lot worse than yours and I've had no problems.
Like · Reply · 5m



Wilson Black Looks like excellent workmanship, and should give you some peace of mind.
Like · Reply · 5m




Geoffrey Simon Looks good! Was this a stock item somewhere or did you have to get it custom made?
Like · Reply · 5m






Robert Mueller FS has it as stock. Stainless steel with rivets. Just took a little hammering and bending to get it on
Like · Reply · 5m







Stan Edelstein A less elegant, but far less costly option: several hose clamps, which served me well for many years and a very flared mast on my old (1564) CustomFlex cto (boat before I had the newer one when I came to Nockamixon. I agree with the comment that the stainless steel ones should come standard.
Like · Reply · 5m

**Kim Turpin Coache**
October 13


For my fellow NSC friends what an awesome sail on the lake today. It was a gift. Wish more of you could have enjoyed the winds.




  You, Dan Reasoner, Marsha Cooper and 28 others 8 Comments Seen by 36

 Like  Comment

View 6 more comments




Lynn Detwiler We loved it!



Gregory Hough
November 1

Again my sincere thanks to Paul for towing SKATE from G42 and helping us get her safely on the trailer! Greg, my brother Hal and my Son Matt Hough. You saved the day!





Nockamixon Sail Club



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



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Add one to your hat, shirt or jacket
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Haul-out Weekend photos by Angela Rowland (upper left) and Wilson Black (upper right, lower)