



SALTSPRING ISLAND SAILING CLUB

# TellTales

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## COMMODORE'S REPORT

It was a great pleasure to meet a number of our new members at January's Meet & Greet social. Those that came seemed keen to be involved with the club's activities and I hope you will encourage them to do so. Many thanks are due to April Steel for the amazing transformation of the clubhouse into the Silver Spur Saloon, and also to Jill Sydneysmith and her helpers for the tasty and beautifully presented food.

Please note that the new Yearbooks –in colour – and membership cards are awaiting your collection in the clubhouse. Per and Lynetta Rasmussen have done an excellent job with the yearbook, as has Jim Spencer with the membership cards.

The club has been asked to host the International One Metre Canadian National Championship at the beginning of June. These are 1 metre long remote controlled sail boats. This promises to be an exciting spectator event and further details are available from Lawrie Neish.

Through Russ Crouse, the club has been offered the opportunity to rent a length of dock at Shawl Bay Marina, in the Broughtons, as a club outstation. Russ will address the membership with more details at the General meeting on 27<sup>th</sup> February, to canvass members' opinions before a decision is made.

The Board has reviewed the Long Term Plan, and as expected our main priority remains the refurbishment of the pier. This is to be undertaken in the winter of 2007/8. Further down our list remains improvements / addition / replacement of the clubhouse. Due to our current land zoning, any of these options will require extensive planning over several years, and with this in mind I have asked Norm Dinsmore to investigate our options and research the necessary requirements, and to gauge members' opinions.

The board has approved a new membership application form which places much more emphasis on the role and responsibility of sponsors. I would encourage everyone to study the new form before agreeing to become a sponsor.

Finally, I look forward to seeing many of you at the General Meeting on Tuesday 27<sup>th</sup> February. The agenda will include opportunities for member input, but please note that the meeting starts at 7.00pm. The agenda is published elsewhere in this TellTales, but please note that the meeting starts at 7.00pm.

Nick Hodson [nickhodson@saltspring.com](mailto:nickhodson@saltspring.com)

## REAR COMMODORE'S REPORT

Ken's Mobile Marine Services Ltd. has completed removing marine growth from the northern breakwater, and although it was effective by raising the dock by approximately 3 inches, seaward tipping was not totally corrected. Adding floatation will most likely be required.

Bob Reynolds is working on repairing the ramp telephone.

Timbers for the grid have been ordered.

Please, everyone, remove any tripping hazards from around your boat, such as buckets, crab traps, brooms and dinghies.

Gene Drzymala

## GENERAL MEETING

Tuesday, February 27,  
2007  
\* 19:00 \*

Your attendance is  
expected

## CALENDAR

### February 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

- 4 Sun 12:30 Groundhog Day Race
- 6 Tue 19:00 Board Meeting
- 14 Wed 18:30 Skipper's Choice Potluck Dinner
- 18 Sun 10:30 McMillan Trophy Race
- 27 Tue 19:00 General Meeting

### March 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- 4 Sun 10:30 Prevost Island Race
- 6 Tue 19:00 Board Meeting
- 17 Sat 10:30 Spring One-Day Regatta (CI #1)
- 17 Sat 18:00 St. Patrick's Day Social
- 31 Sat Inter-Club Yacht Council Meeting

## RIGGING TENSION GAUGE MISSING

Does anyone know where this device is???

Phone Greg.Slakov at 537 1309

## VICE COMMODORE'S REPORT

For Fire and Emergencies we will be installing a quick access Lock Box. This will ensure the Fire Department always has immediate access to the docks and clubhouse in times of need.

We have seen evidence of after hours trespass (partying) in the club parking lots. It has been suggested we post a member's only sign or private property notice in the lots. We are considering our options and any thoughts on the subject are welcome.

I have been notified of a maintenance issue in the outdoor Men's Room. Caution is advised.

A reminder: Call Susannah Devitt, our Clubhouse Event Coordinator at 537-2570 for booking the clubhouse. Applications are available in the Clubhouse Entryway.

Last but not least---Mark your calendar for April 14<sup>th</sup> and November 3<sup>rd</sup> for the Spring and Fall Work Parties. Starting time 8 a.m. Names of participants will be noted for recognition and thanks by the membership. All able bodied men and women are expected to report for duty. Written excuses from your Mom will no longer be accepted.

*Russell Logan*

## STAFF CAPTAIN'S REPORT

Though only 45 members attended the Meet and Greet social, it was a great success. The western theme designed and decorated by April Steel with Candace Brochmann and Susannah Devitt gave one a great feeling of living in the Wild West. Saddles, bridles etc. were borrowed from The Pringle Barn and my Grand daughter Sacha.

Thanks to Linda Reynolds, Gail Meyers, Sandi Ballantyne, Jill Harmeson, Colleen Shantz Vicki Morrison and Sharon Hawke for serving the appetizers enabling the members and new members to mingle and get to know one another. Of course the galley cleanup afterwards. Also thank you Mike and Gary for running the bar.

Looking ahead the Skippers Potluck dinner on Valentines Day on February 14th will be hosted by Candace Brochmann. Door prizes. *Hearts and Love in the Air* will be the theme of the evening. Don't forget to wear something red!

In March we celebrate St Patrick's on Saturday the 17th. We will be serving dinner for \$5.00 per head, which will be collected at the door. It will help me enormously with the catering if you can sign-up at the club, phone or email me at 537-1007, [treetops@uniserve.com](mailto:treetops@uniserve.com) Thank you.

*Jill Sydneysmith.*

## RACING CAPTAIN'S REPORT

The Ben Mohr Rock Race in January was a wonderful affair, with lots of wind. Unfortunately, the wind abandoned us for Groundhog Day on February 4, so that race was rescheduled to February 11. None-the-less, the Groundhog Day Brunch at the clubhouse was great, with about 50 people sitting down to coffee, juice, pancakes, bacon and sausage. I am telling you, it is worth becoming a racer just to get in on the food that is attached to many of the events! In addition, Ole Andersen gave an interesting "Open Boat" presentation of his C&C 115, CALIENTE after the breakfast. I ask that other owners do the same on future race days - let me know what day works for you.

On a different note, I have been told that maybe some sailors (potential racers) are concerned that they "don't know how to race", so they don't come out. We are in the process of making a Telltales article which will hopefully demystify our game. The bottom line is that if you know that boats on port tack have to keep out of the way of boats on starboard tack, and that a start consists of counting down on your watch to the specified starting time before you cross the start line, you too can try a race and see how it goes. The racers are a very congenial lot, and will happily welcome you to the breakwater. Any and all questions you have can be answered at the skipper's meeting 30 minutes before race time.

The annual Awards Presentation was held January 21. All results are in this year's handbook except for Norbert Schlenker who won Most Improved; David Wood who won the coveted "Broken Tiller" (for Prodding/Goosing); and Roger Kibble who won Most Enthusiastic Racer. Roger also won the Aggregate Points Trophy for his consistently good sailing. Congratulations, Roger!

Mark your calendars for February 18 for the McMillan Trophy race, with the skipper's meeting at 1000 and the race at 1030.

See you then!

*Greg Slavov*

## PACIFIC YACHTING Special Subscriptions

PY is once again offering subscriptions at a **group** rate of \$22 rather than the much more expensive subscription rate. Contact Harold Page at 653 2320

## SEE YOUR BOAT FROM THE AIR!

### The new Yearbooks are here !

The 2007 yearbook is now ready and available for pickup in the clubhouse. With it comes the handy membership list, boat directory and club calendar as well as your membership card for 2007. This card is important as it identifies you as a club member when you visit reciprocal clubs or businesses which offer discounts to our members. So, go pick up your book as soon as possible and see if you can find your boat!



## HELP WANTED

### Round Salt Spring 2007 Friday, May 18<sup>th</sup> and Sunday, May 20<sup>th</sup>

- Bar Captain with "Serve It Right" to license to stock and manage bar for the event.
- Bar Tenders to serve.
- Cashiers to sell tickets, handle cash and run cash register.

Contact, RSSI Chair, Bryan Zaph at 653-4522 or April Steel 537-4207 for details.

# OLD SALTS - AND NEW SALTS

When you meet these people around the club, greet them by name !



John & Joyce Prothero



Phil & June Mason



"RB" & Nancy Bortz



Colin & Melanie Horel

## CORRECTION

The date I submitted for the first unofficial SSISC rendezvous was not correct. It should have been **August 10, 11.**

The other information is correct including the pig roast.



Hope to see you at Pierre's Bay in the Broughtons. So far three boats planning to join us.

Lorne Shantz, [ishantz@telus.net](mailto:ishantz@telus.net) 537 2483

## RACE REPORT

### Scott Simmons

Today (January 21 2007), it was -3 in Edmonton, and -5 in Toronto.

On Salt Spring, our little bit of paradise, it was a glorious +6, light winds, no rain. A perfect day for the Salt Spring Island Sailing Club's annual Ben Mohr Rock race. 11 boats started the race this morning but only 10 finished. Poor little *IMP* had to limp back to port with a broken goose neck.

The fleet was chomping at the bit for the 10:30 start. Like race horses and jockeys in the chute they churned around the start line tuning their rigs. The horn blows at 5 minutes, then 4, 1 and go. With lots of yelling and shouting the boats are off. Someone yells "Starboard", then another "Room, I am leeward" - learning the lingo is part of the fun. Through this chaos the boats buck, lurch and push on.

Raceboats are the thoroughbreds of sail boats. They are sleek speed machines capable of 6 or 7 knots (12-14km). That doesn't sound fast but with the wind and waves, the size of some of the boats and the fact that mere inches separates them it's exhilarating.

As the boats leave the harbour, headed out to the tricky tidal stream of Captains Passage, the fleet starts to spread out with the faster boats pulling away from the slower boats. The good news is this is a handicap sport like golf so everyone has a chance to win, even if they are not first across the finish line. So it's an even playing field for *JJ FLASH* with a full crew to *LILLY* being sailed single-handed and every boat in between.

It was a fast "reach" to Ben Mohr Rock (reach is when the wind is coming from the side) and back. Coming around toward the finish, the dazzling-to-look-at but sometimes difficult to control, spinnakers were hoisted. *STRAWBERRY EXPRESS* had some unwanted tangles and but for the skill of our young helmsman, eight year old Keith Simmons, yours truly would have gone swimming. After untwisting that hour glass in the sail all hands were drained.

There was one close photo finish between Drew Thorburn's new *QUESTO* and Keith Simpson's *SOUL DANCER* Even though *SOUL DANCER* was eighth over the line *QUESTO* came out ahead in the results. Nice try Keith.

First across the line was *JJ FLASH* then *CALIENTE* but after handicaps were applied the results were: *ELECTRA*, *JJ FLASH*, *CALIENTE*, *LUNA*, *FINAL DASH*, *STRAWBERRY EXPRESS*, *SAORSA*, *QUESTO*, *SOUL DANCER*, *LILY*, and *IMP* (dnf)

## General Meeting Tuesday, February 27, 2007, 19:00 Agenda

- Call to Order 1900 hours
- Commodore's remarks
- Minutes of Dec 5, 2006 AGM
- Business arising from minutes
- Treasurer's report
- Adopt 2006 Financial Statements
- Report of officers  
Rear Commodore Fleet    Captain, Cruising  
Fleet Captain, Racing    Fleet Captain, Dinghy  
Wharfinger                Staff Captain  
Past Commodore
- New business  
Shawl Bay Moorage
- Adjournment

## FROM THE EDITOR

Submissions to TellTales are always welcome. This includes photographs. Colleen Schantz is particularly helpful in this respect; many of the photos that find their way into TT are Colleen's work. Thank you :-)

Reminder: In the last issue I hinted that we are looking for a person who might consider taking over the editorship of TT starting in the fall. If you might like this challenging job, but hesitate because of your computer skills - don't. We are very willing to spend time with you between now and then, bringing you up to speed on how to use the software.

Harold & Candace    [telltales@saltspringsailing](mailto:telltales@saltspringsailing)

# CATS AND SLOOPS

## Terry & Sheryl Ison

This article is in response to Harold's request for information about particular types of boats. We have a cat-rigged boat, which can best be explained in comparison with sloops.

The type of catboat we see in North America has its roots in New England, and evolved as a working boat before 1850, and possibly as far back as the 1700's. The evolution of the cat proceeded at an accelerated pace in the last half of the nineteenth century as new uses were found. The catboat, with its huge beam and stubby mast set well forward, was a familiar sight in every harbour from Cape May, New Jersey to Cape Ann, Massachusetts.

Three types of cat-rigged boats are commonly found nowadays in Canada are:

- (1) Small ones used mainly by children or teenagers who sail for an hour or two.
- (2) A Nonsuch, made in Ontario. Used primarily for cruising but also for racing.
- (3) A light-weight cat boat made in California. Used primarily for racing and not really suitable for cruising.

Our familiarity is with the *Nonsuch*. There seems to be an increasing number of these in the club. Sizes range from 22' to 36'. Ours is a Nonsuch 30, which is the largest volume-built.

There are two types. One is the Classic, first made in 1979. The second is the Ultra, first made in 1984, and with a better interior layout. As with most boats, as well as motor-vehicles, some improvements were made in the design after the first year of production. The Ultra has been basically the same since 1985.

Our Nonsuch 30U has roughly the same space and storage as a typical 36' sloop. One reason for this is that the bow and the transom are almost vertical, whereas on a sloop they commonly slope; so the waterline length of the Nonsuch is close to its overall length. On a sloop, the waterline length may be substantially shorter. A second reason is the forward location of the mast, and a third is that no storage space is required for sails.

There are two cabins. The main cabin has the galley, dining area and sitting area, and berths for three. The forward cabin has a large double berth and a vanity. Both cabins have hanging lockers, storage lockers, shelves and drawers. Outside there are two large sail lockers, which of course are not needed for sails. They provide good access to the engine, as well as containing shelves and ample storage space for accessories.

An outstanding feature of the Nonsuch is the quality of its construction. Neither of us, nor any mechanic who has worked on the boat, has ever seen anything comparable.

The sail shape is more like a genoa than like the mainsail of a sloop. The running rigging is a little different. The halyard and sheet are the same as for the mainsail on a sloop. The weight of the wishbone provides all the downward pull that the sail needs, so there is no boom-vang. The "choker" attaches to the front of the wishbone and pulls it back to provide adjustable aft tension on the sail. This is much the same as an outhaul.

The sailing performance of a Nonsuch is different from a sloop of comparable size, but only a little different. On a beat, the Nonsuch is slightly slower than a sloop, not because of any difference in boat speed, but because the angle to the wind is about 2 or 3 degrees less. On a reach, speed is comparable. On a downwind, the Nonsuch is faster than a sloop unless the sloop is flying spinnaker. Any difference in speed between a Nonsuch and a sloop is probably less than the difference between two different types of propeller on the same boat.

The Nonsuch is an easy boat to sail with just two people, or single handed. For this reason, it is sometimes used as a racing boat by people who do not want to rely on the number of crew

required for flying a spinnaker in strong winds. For long distance cruising, it is easy for one person to sail the boat while the other is resting. A Nonsuch is also less demanding of constant attention than a sloop. If a sloop is suddenly hit broadside by an unexpected gust of very strong wind, it can heel uncomfortably, and perhaps dangerously, unless something is done immediately. An immediate response is not necessary for comfort or safety in a Nonsuch, though it can help efficient sailing. When the gust hits, the top of the mast will bend to leeward and the wishbone will rise, thus spilling the excess wind and keeping the boat stable, even if the crew is half asleep and does nothing.

To go about, all that is needed is to turn the wheel. A racing enthusiast in a highly competitive race might want to ease the sheet, and tighten it again when the boat has regained speed on the new tack, but that is unnecessary for cruising.

The advantage of a Nonsuch on a downwind is that it can sail straight downwind. Because there are no shrouds or spreaders, the sail can be put out at almost any angle. It can be set at 45 degrees, or even further towards the bow, making it feasible to sail safely by the lee. This makes it easy to sail downwind, without gybing, through a narrow channel, such as the channel that runs from Lund to Desolation Sound.

Although gybing is needed less frequently than with a sloop, it is needed sometimes, usually when the wind changes direction. Having only one sail to gybe makes it easier. On a light wind, the sail can be gybed in the same way as gybing the main on a sloop. In a strong wind, it is safer to turn the boat to windward 270 degrees. In some circumstances, it can be preferable to do a "Hudson River" gybe. This is done by playing out the sheet to its full length, ordering the crew to duck and keep forward of the wheel, then turning the boat to leeward until the wind takes the sail over. Because of the length of the sheet, the sail will stop on a loose swing, rather than with a crash as it would on a sloop. The sheet is then brought in to establish the new course. In the Pacific Northwest, I have never met anyone who found this type of gybe necessary, though a talented racing enthusiast might occasionally find it an advantage.

Not all Nonsuch boats have the same features. For example, some have a fin keel and some a shoal keel. The fin keel version makes the boat very stable in high winds or wave action.

The Nonsuch is a comfortable boat for motoring, particularly when travelling a long distance and the wind is inadequate for sailing. Early versions of the Nonsuch had a Volvo through-hull engine. More recent versions generally have a Westerbeke diesel engine with a prop shaft.

The cruising comforts include good head room, hot water on demand, and a convection cabin heater, which avoids the noise of a forced air heater. The galley is larger than the kitchen in many New York apartments, and the shower room is separate from the head.

All in all, it's a great boat, and certainly the best that we have ever had.



A Nonsuch

PS. I happen to know of such a boat for sale! Ed.