



Vernon Yacht Club

# TILLER TOPICS

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End to End Race (Summerland—Vernon) View from above .  
Photo by Ronald Franzmann

## November 2009 Features

- Executive Reports Page 3-5
- Little Miss Magic makes History (cont) Page 6
- Bouquets of Roses; Grey Cup Party Page 7
- Security Team Update; Crane Day Page 9
- Book Corner Page 10
- Annual Pig Roast Page 11
- Messing about in Boats Page 12
- The Carefree Sailor Page 13
- Members' Classified Ads Page 14
- Canadian Power Squadron Page 15
- September Wind on Okanagan Lake Page 16
- "Allegro" Nonsuch 26 Page 17
- Cont. Nonsuch 26 Page 18
- Cont. Nonsuch 26 Page 19
- November Calendar Page 20



Photo by Dave Ellis

# VYC - 2008—2009 Executive

7919 Okanagan Landing Road, Vernon, BC V1H 1H1

Name:	Position:	Home:	Cell:
Jim Caldwell (Susan)	Commodore	260-5846	(250) 540-5846
Tim Amy	Vice Commodore	833-2444	833-2444
Stewart Bye	Rear Commodore	545-6005	308-9039
Nicola Windsor	Staff Captain	938-2285	938-2285
Bob Montquire	Fleet Captain	545-8851	308-7879
Graham Doyle (Gale)	Treasurer	546-2702	306-0733
Sonya Olsen (Bill)	Secretary	542-0801	309-1960
Rob Ladan (Lorraine)	Past Commodore	549-7464	306-3349

## Directors:

Dan Irvine	549-0119	549-0119
Ron Paziuk (Peggy)	549-5086	309-8370
Joanne Jacubo (Terry)	542-1577	309-3481
Ben Hoy (Judy)	545-5809	558-9655
Fritz Luetgeb (Wilma)	549-1595	308-8482
Heather Clark (Dean)	549-2958	309-1658

Vernon Yacht Club phone number 545-5518  
Vernon Yacht Club fax number 545-0388

Office hours Wednesday, Thursday and Friday from 10:30 am until 2:30 pm.  
Occasional changes to these hours will be posted on the office door.

Please leave a message if no one is there to answer your call.  
All phone messages are followed up.

Vernon Yacht Club fax number 545-0388

Vernon Yacht Club - Email Address: [office@vernonyachtclub.com](mailto:office@vernonyachtclub.com)  
Vernon Yacht Club - Website: [www.vernonyachtclub.com](http://www.vernonyachtclub.com)

\* **Submissions for Tiller Topics** can be sent via e-mail to:  
[tiller@vernonyachtclub.com](mailto:tiller@vernonyachtclub.com)

\*\***Deadline for submissions:** the second week of each month.

### Tiller Topics' Team to date:

Hanny Kooyman - Layout & Design  
John Clark - Proof Reading  
Cees Kooyman - Mailing  
Rob Ladan - Website  
..... - Advertisement

### Regular Contributors:

Kerry Richardson - Bookcorner & various  
Doug Stewart - CPS News  
Ron Heuman - Security Team  
Carol Craske - Valley Girls; Racing; Sailing Lessons  
Dave Atkins - Messing about in Boats  
Dave Horsham - Sailing Fleet  
**Executive members** and many occasional writers and photographers.

**Important Notice to All Members:** If you access the clubhouse with your key card and are confronted with the alarm going off while you are inside, please follow this procedure: Re-swipe your card at either entrance. Then call the security company and identify yourself and have them cancel the alarm. The phone number is posted at both entrances. If you fail to do this, the club can be billed up to \$150.00. Your cooperation is greatly appreciated.

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## COMMODORE'S REPORT JIM CALDWELL



**Where** has the time gone? It seems too soon to pack up the boating gear for the season. Soon it will be time to trade the cool beer for hot toddies and mulled wine....hmm maybe there is something to look forward to.

November means it is time for our AGM. This year it will be held November 30. We have had 2 information meetings this fall to discuss issues and resolutions that will be presented at the

AGM. In accordance with the Societies Act, all Resolutions will be mailed out at least 14 days prior the AGM.

Crane Day is scheduled for November 14 at 8:00 am, please be at the Yacht Club if your boat needs to come out of the water by crane.

As always Friday night steak nights and once a month special dinners will continue throughout the winter, so hope you'll come out and support your club and keep in touch with your boating buddies!

*Regards  
Jim*

---

## VICE COMMODORE'S REPORT TIM AMY



**The Club's** fiscal year is winding down and the Executive is putting together a budget for presentation at the November AGM. So far it appears that while there are long term challenges, these can be met by short term prudence and creativity. Maintaining and building the membership, completing the dock renewal and expansion and keeping the Club affordable for a cross section of the community are some priorities.

It may be time to revisit the Club's purpose, to redefine the interests which bring people together. While the Okanagan is not a 'maritime' community, we know that many local people are

fascinated by boats and activity on the water. Some of us have delusions of America's Cup sailing competition, others are into waterskiing, drifting and socializing in the sun, relaxing and getting away from the daily demands of life ashore or just generally messing about in boats. The Vernon contingent of Canadian Power and Sail Squadron finds a steady interest in courses related to boating and the Club's annual sailing lessons are well attended.

Along with 50 gourmets, we had a delicious Thanksgiving dinner at Sidney Yacht Club's tiny dining room, prepared by a contracted chef in that club's miniscule, bathroom sized kitchen. The chef also provides a dinner and lunch menu at scheduled times through the week in a setting

*Cont. page 4*

Cont. from page 3

similar to VYC, necessitating a drive to the outskirts. Perhaps it is time for VYC to revisit an expanded dining service.

There has been no Long Term Planning meeting with members this year and this might be a

priority for early in the new-year, giving members an opportunity to identify ideas and general direction for the Executive to consider.

Only 33 shopping days till Christmas.

Tim



## Attention

### AGM

### November 30th, 2009

7:00 pm at the  
Clubhouse

Your attendance is important!

Jim Caldwell,  
Commodore



### REAR COMMODORE'S REPORT STEWART BYE

No report.  
Busy with the Fall Clean Up!

**If** you are looking at buying a different boat please ensure you contact the office to advise them of the change. We may or may not be able to accommodate you in a different size slip right away.

Secondly **if** you have sold your boat and are not requiring your moorage for next year please send an email to the office as soon as possible as we have many members waiting for a slip.

Rachael

## FLEET CAPTAIN'S REPORT BOB MONTGUIRE



**Another** boating season comes to an end. I really hate to see the water shut off on the docks as it means winter is

here. I want to thank the members for making my year as Fleet Captain a mostly enjoyable experience. Your co-operation was greatly appreciated.

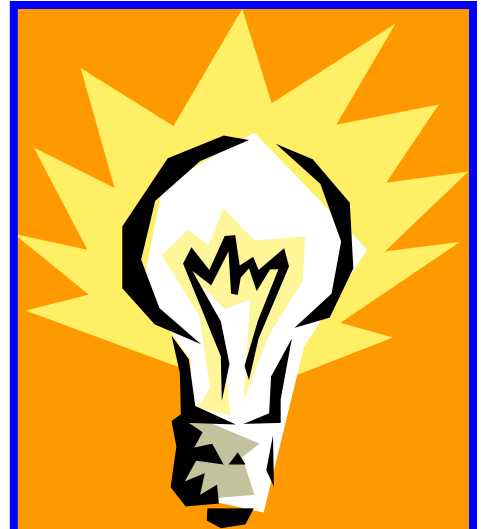
With the help of Roger Price and Ken Smith I finally completed a project that I wanted to do for a long time. We now have numbers on the end of the fingers, making it much easier to find the correct slips, especially for visitors.

Please members, if you are storing your boat on the lot for the winter, you must fill out a storage form. It is imperative that we place a decal on your trailer or blocks so we can identify the owner.

If you wish to move to a different slip for the winter please give me a call, as some slips have already been booked.

To those members who have gone or are going away for the winter have a Merry Xmas and a Happy New Year. See you in the spring.

*Bob*



## Be Part of the Future!

The Vernon Yacht Club is looking for enthusiastic members to join the **Executive for 2009-2010.**

If you or someone you recommend wants to get involved in administering your Club, please contact:

Rob Ladan, Past Commodore and Chair of the 2009 Nomination Committee.

Rob Ladan (250) 549-7464 or [robladan@shaw.ca](mailto:robladan@shaw.ca)

**Closing date: Nov. 9th**

## STAFF CAPTAIN'S REPORT NICOLA WINDSOR



### **A very BIG**

thank you to Mary Jean Watson for doing an awesome job running the Pig Roast. Thanks also to Bob Montguire & Reg

Maidment for carving of the pigs also. Joanne Jacobo for helping organize the volunteers with Mary Jean. Everyone who helped Mary Jean & Joanne with the roasting of pigs, to making the salads and decorating & clean up also a very big thank you. It was another success Roasting of the Pigs.

November 29th, I have been told is Grey Cup, the ball with 2 pointy ends, right.

Come down to the club house and watch the game on our new big screen TV, bring some friends with you.

New Years tickets will be available shortly.

Watch for the posting at the bar and on the message board.

*Sincerely  
Nicola Windsor*

## The (continued) story of “Little Miss Magic makes History”

An account of the first ever Okanagan Lake  
End - to - End Sailboat Race.



**After** zig zagging back and forth a number of times we saw to our dismay a power boat heading towards the gap between our bow and the rocks - making no attempt to slow down, it shot through missing us by a few feet. A close call. In spite of this scare, our gamble worked as we could see a number of boats ahead sitting in an area of no wind. Little Miss Magic was slowly catching up in lighter and lighter winds. Unfortunately we eventually ran out of time. At 5p.m. the race ended for the day; time to take our G.P.S. position and motor to Kelowna yacht Club.

Sunday morning we had another beautiful day. A big cheer went up as the boats crossed the start line heading North. Soon the wind filled in and strengthened from the North West, and the race went on. Once again the fast boats took off. This time however, Little Miss Magic, enjoying the heavier winds, soon left a number of boats behind. Just after lunch we approached Whiskey Island. With winds very light now it was slow progress.

Then the wind switched to the South, and for the first time in the race the spinnakers went up. The finish time for the race, 4.p.m., soon came with two boats making it all the way to the finish line at Cameron Point. Then it was motoring back to Vernon Yacht Club for an excellent supper made by Carrie, and for the award ceremony. First place went to Bill Checkley on 'Bula Bula', from Kelowna. Second was 'Black Magic' from Kelowna, Third was 'Blowing in The Wind' from Penticton. 'Little Miss Magic' came in Fifth. A great weekend was had by the racers all determined to do it all again next year.



Dave Horsham handing the trophy to the First Place Winner of the End-to End race, Bill Checkley on Bula Bula.

*Dave Horsham, Sailing Fleet.*

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## Bouquets of Roses

**In recognition** for dedication of time and effort to create an atmosphere of evening camaraderie at the Vernon Yacht club, appreciation is extended to all members who participated in the annual "Pig Roast". Out-of-town visitors added to make the event a "full house" – no last minute tickets to be had! The food was scrumptious, the kitchen staff gracious, and the band music, "foot stomping !

Of special note for this month...

*Ron Heuman, Chairman for the "Heaven Can Wait" committee, for his ongoing dedication to recognizing all volunteers who contribute time and energy into supporting "Okanagan Quality Life Society", whether it be with a friendly "How's it going?", a handshake, an uplifting smile, or the end-of-the-year gathering hosted in partnership with Noric House. Many thanks, Ron !*



**Vernon Yacht Club**



## 2009 GREY CUP PARTY

**SUNDAY NOVEMBER 29TH**

**KICK OFF @ 3:30 PM**

**BAR OPEN @ 1:00 PM**

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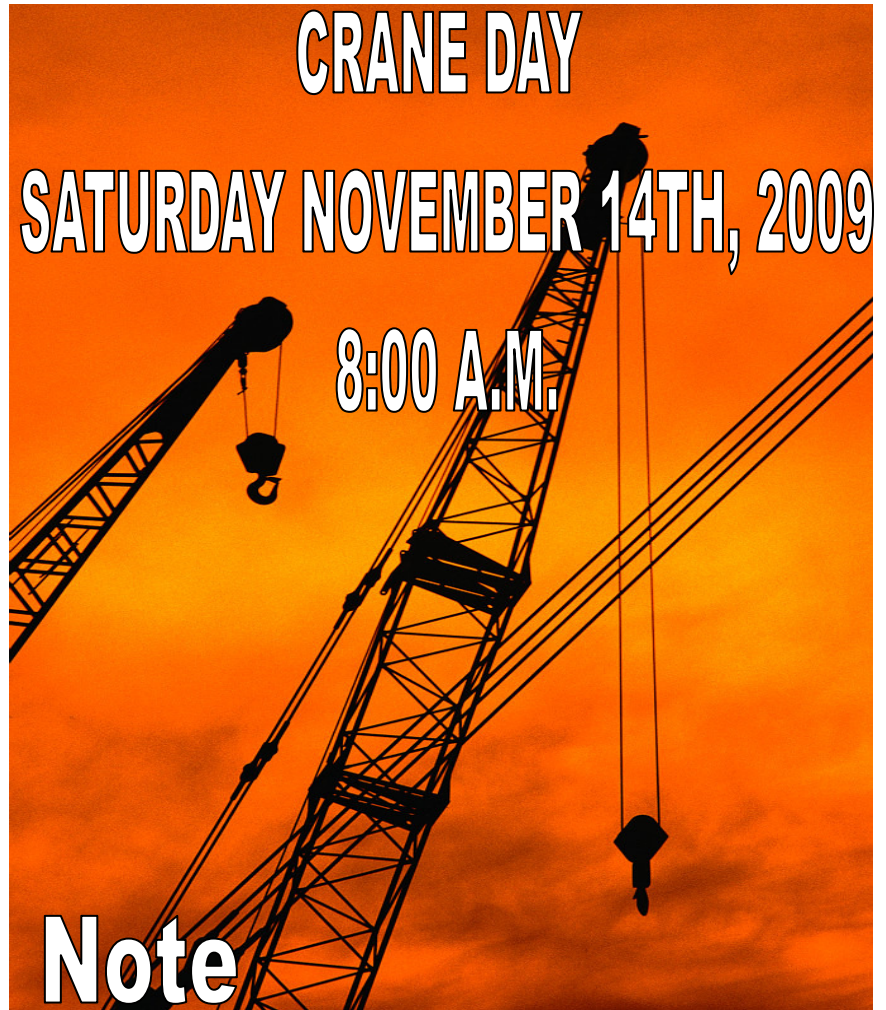




## SECURITY TEAM UPDATE

**Eight** months and close to 700 volunteer hours put in by your VYC Security Team without a significant incident or complaint. Now that is member involvement at its best! Yup! Your fellow members walked the docks, fixed loose lines, reported poor mooring techniques, reported light outages, watered the vegetation, checked the doors, wrote numerous reports, and kept up a steady surveillance of Club and member property. While we have done well, we are still on “probation”. Seems as though after review of the Security Team Final Report the current Executive will let the incoming Executive (after the AGM) further review the future status of the team. We are all on “pins and needles” awaiting the outcome of this review. Something akin to other reviews going on at the Club. In the meantime the team will complete its mandate on the night of ‘Witches and Goblins’. A big thank you to all Security Team members for your involvement in this member driven initiative. You done good!! ‘Vigilance Aye Vigilance’

Cheers Ron



**Note**  
**There will be a fellow** at the Yacht Club on Crane Day offering to power wash boats as they come out of the water. If you are interested in speaking to him about pricing prior to November 14<sup>th</sup> please call Cody @ 250 550-5698.

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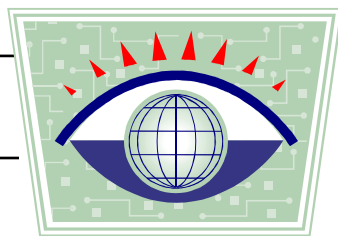
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Book Corner  
**EXPANDING  
HORIZONS**

By Kerry Richardson



sun, monotony, current running north, pirates “cruising off the South American coast”, broken ribs, and the squalls: “...just at the moment a massive wave rolled the boat vertically on her beam ends. My head smashed against the wall...”. This young woman has been acclaimed by Time (Europe) as one of the heroes of 2005 for her tenacity, courage, and determination. Recently interviewed on a Sunday CBC radio broadcast, she spoke of her adventure in terms of a citation inscribed within the book’s cover...to which “love of the water” inspires:

Resources: Sport & Pleasure

Title: **CHALLENGING THE PACIFIC**

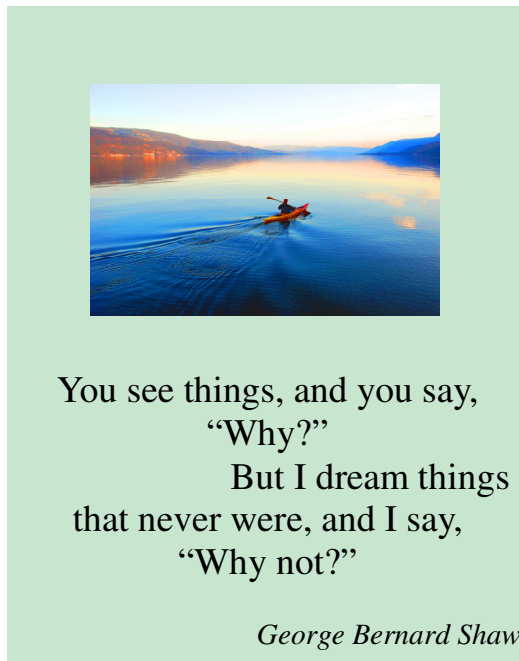
The First Woman To Row The  
Kon-Tiki Route

Author: Maud Fontenoy

Copyright: 2006

Publisher: Arcade Publishing

Review: What a remarkable feat – to row alone across the North Atlantic in 2003 at only 25 years of age. Let that not suffice: In 2005 she took on the greater challenge – on March 26, 2005, she became the first woman to row solo across the South Pacific, 4,300 nautical miles from Peru to French Polynesia. a voyage taking 73 days in a custom designed rowboat of 25 feet, the *Oceola* ! This autobiography is an easy read, describing the challenges to be faced on such an adventure: sharks, barnacle growth on the rudder and hull, whales, container ships steaming “past to star-board”, hand blisters, sea sickness, lack of fresh water, water temperature that rose to 90 degrees Fahrenheit under the “grilling”



You see things, and you say,  
“Why?”  
But I dream things  
that never were, and I say,  
“Why not?”

*George Bernard Shaw*

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# Annual Pig Roast



Wasn't that a great weekend!

I would like to thank all of the volunteers that helped to make this years Pig Roast a great success.

The event started Friday night with members preparing the pig and bar-b-ques. Saturday's volunteers began at 5a.m. at the bar-b-que pit. The day was filled with new and long-term members and guests helping out in every way. The club was decorated in a Fall Theme; comfort food was on the menu, complete with one of a kind Pig Cookies created by Ange and donated by Vic and Annette.

The deck was swept, outdoor tables washed and 120 pounds of fresh vegetables were peeled. Our experienced carvers were ready as always.

Dancing rounded out the evening. Stay-a-boards were back to the club Sunday morning for coffee and conversation.

Monday was clean up day and Terry of Okanagan Restoration



donated an awesome job of cleaning both the rental and our own equipment. This was a great event that signals the end of Summer and the start of a busy indoor season at the Club.

Thank you volunteers!

*MJ Watson*



*Photo's by Steve Bertram*

# Messing About in Boats

by  
Dave Atkins

**Last** month I talked about the problems of “single handing” and I would like to expand on that especially for sailors. As specified earlier, planning and organisation are the key to sailing by yourself. The first thing to consider is the tiller (most smaller boats are tiller steered) If the tiller is left untended for even a short time it will flop around and the boat is no longer under control, however you will have to let go to raise sails etc. The best solution is likely an Auto-pilot which will keep the boat on course, however that is also the most expensive plan. A “tiller tamer” is a device that uses a rope and some sort of friction device to hold the tiller steady but allow some movement when pushed. These can be bought or made if you are handy.

All the lines must be within reach when you are in the cockpit. The halyards to raise the sails and the sheets to control them when set. A roller furled jib is nice but if you don't have one you need to hank on the jib before you leave the dock and also rig a line to the halyard end at the head of the sail which is lead down to the fore deck and back to the cockpit. This allows you to haul the jib down and keep it down on the deck without going forward. The main halyard also needs to be lead back to the cockpit from the base of the mast. All this extra rigging will require extra lines and fittings such as blocks, cleats, or line jammers, and fairleads, a bit of expense but sailing will be more relaxed and enjoyable. Where to get the fittings? Local supplies are limited but get “on line” to West Marine, Steveston Marine or Binnacle, they all have good web sites and good service for delivery. I have used Binnacle.com many



times and the service has always been good even if they are in Halifax NS.

When you install fittings on the deck you must seal the holes to prevent moisture penetrating the wooden core of the deck. **DO NOT USE SILICONE ON FIBERGLASS** use a marine sealant. Silicone will not adhere to fibreglass and the water seeps under it over time. I have seen too many leaky windows “sealed” with silicone

If you are not sure of the way to arrange all this new equipment, ask one of the experienced sailors who have set up their own boats, a little flattery will get you lots of help!!

Next time I will tell you how to take advantage of all this new rigging so that you can feel confident out there by yourself. *Dave*



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# The Carefree Sailor

Here lies a carefree sailor  
He'll never sail again  
He isn't very happy but  
At least he's free from pain.

His mainsail was enormous  
And foiled within the mast –  
There was no way to reef it,  
So the boat went very fast.

The boom was low and heavy  
And tacked with style and grace –  
But when he wasn't looking  
It hit him in the face.

His anchor was a beauty  
And hung above the bow –  
It might have held the bottom  
(If only he knew how).

The rode was long and tightly coiled  
And shackled to the chain.  
He tried to find the bitter end  
But searched for it in vain.

His spinnaker was classy,  
His whisker pole quite stout –  
He meant to find the halyard  
So he could try it out.

His running lights were colourful –  
A fetching red and green –  
But underneath that sail bag  
They hardly could be seen.

His shrouds were only slightly frayed  
His forestay almost taut –  
(The shroud he's wearing now is crisp  
And very newly bought).

The head was down amidships  
And had a holding tank  
He hadn't used it lately  
Since it overflowed and stank.

He had a life preserver  
For everyone on board –  
He kept them in the forward bunk  
Where all the beer was stored.

His fire extinguisher was new  
A dozen years ago –  
Whether it was going to work  
I guess we'll never know.

He had a super first aid kit  
(A birthday gift, no doubt) –  
The lid was firmly taped in place  
So nothing could fall out.

The outboard sometimes started  
If you held your mouth just right.  
The fuel tank was known to leak  
And so kept out of sight.

Refueling in the Yacht Club  
Was something of a pain –  
He always did it after dark  
So no-one could complain.

His air horn was his pride and joy  
He used it every day  
Until he found, to his disgust,  
The air had gone away.

He had a nifty barbecue  
That lived up on the deck  
But when it rained it went inside –  
Not cool, but what the heck!

He did not own a boat hook  
And had no time for oars –  
His fenders were deflated  
"I'll have to borrow yours".

And speaking of deflation  
His dingy was a joke –  
So when he moored at Fintry  
He was in for quite a soak.

He never checked the forecast,  
Or anything like that,  
Or listened to the radio  
(The battery was flat).

In fact he'd turned it on just once  
Since buying it one pay-day –  
He couldn't hack the constant yack  
From some boat know as May Day.

But what the heck, he laughed a lot  
And had a merry crew –  
They always sailed on Wednesdays  
And won a race or two.

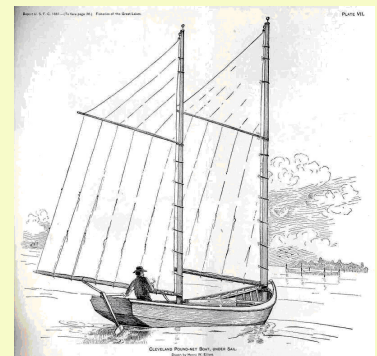
He'd aced the boating safety course  
By doing it on-line –  
It's magic what a friend will do  
For half a keg of wine.

We don't know what went wrong that  
day  
He sailed away alone.  
We found his sailboat upside down  
And he, alas, was gone.

His body floated up a last  
A mile or so from land,  
An old and soggy warning flare  
Clutched firmly in his hand.

His tombstone says (and we agree)  
"He was a carefree man"  
He might have lived to thirty  
If he'd had a better plan.

David Jones C 2009



**Members Classified Ads - Free Classified Ads .**  
 Drop your ad off at the club or e-mail to [tiller@vernonyachtclub.com](mailto:tiller@vernonyachtclub.com)  
 Ads will be posted for the duration of four months.

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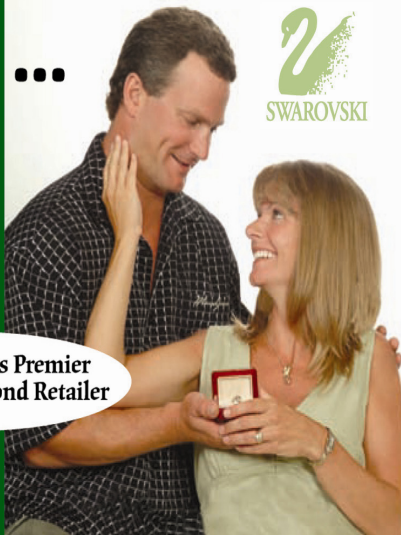


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# Vernon Power & Sail Squadron

## CPS News



November, 2009

### Your Lifejacket ...



**It only works if you wear it !**

### Coming Events:

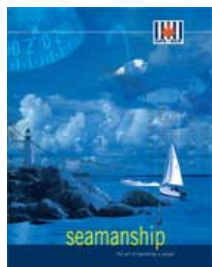
- Fall Boating Course begins - Sep. 15
- VHF Radio Course, October 14 & 18
- PCOC Course - Oct. 31
- Seamanship - look for course starting late January, 2010
- GPS Navigation - Spring

### See Us on the Web!

Want to find out more about the Power Squadron and its courses? Check us out on our web-sites: [Vernon Power & Sail Squadron](http://www.cpsvernon.ca) [www.cpsvernon.ca](http://www.cpsvernon.ca)

[Canadian Power & Sail Squadrons](http://www.cpsboat.ca) [www.cpsboat.ca](http://www.cpsboat.ca)

### CPS Courses - What's on the Horizon?



Our Seamanship Course (formerly Piloting) is the second course in our series of Navigation Courses. It will run for approximately 12 weeks (Tuesday evenings), commencing in late January. This course continues from where our Boating Course finished, and covers all aspects of boating and seamanship, as well as extends the concepts of marine navigation and chart plotting. All manuals, instruction and exams are included in this great value.



To operate a marine VHF radio, you are required to have the Restricted Operators Certificate (Maritime) [ROC(M)]. It is the law! The Maritime Radio course teaches emergency radio procedures, as well as everyday operating techniques. All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of the new DSC radios. Spring 2010

For more information, and to pre-register, please call Simo Korpisto at 250-542-5525. Register on-line [www.cpsboat.ca](http://www.cpsboat.ca) or [www.cpsvernon.ca](http://www.cpsvernon.ca).

Doug Stewart

# September Wind on Okanagan Lake

On Sunday, September 20<sup>th</sup>, with blue skies spotted with white clouds, a course to the Forestry site was determined, given the wind of the day. Under seven knots ten



Crossing the starting line.

sailboats crossed the starting line, and within a few minutes, spinnakers were flying. Altogether there were seven boats in A fleet and three boats in B fleet. “Lil Miss Magic” rounded the buoy within 45 minutes, leading the race for the return course. On a port tack the boats crossed

the finish line in the following order: Shadow Fax first, Ayesha second,



Tim Amy, Racing Committee, scanning the lake for the returning fleet.

First across the finish line—Shadowfax!



Captivator prepares for the start.

Righteous Indignation third, Stormy fourth, Lil Miss Magic fifth, Captivator sixth, Old Son and Butler seventh, Phoenix eighth, and Stolen Time ninth. Bob McElroy, captain of Baleena Allegro, and Tim Amy, captain of Hina, chose a “great race course” for

this sunny and windy day.

Old Son in racing form.



Photos by Kerry Richardson

Kerry



# "Allegra" Nonsuch 26

by Whitney Bugey



sailing in very light wind

**We** often get the question, "What kind of boat is this?" when we sail "Allegra", our Nonsuch 26, on Okanagan Lake. We have also heard the comment "That is really weird!" I think most of our fellow Vernon Yacht Club members

have grown used to it, or haven't noticed. The hull looks fairly traditional, although it is quite roomy, 26 feet long, 10 feet, 6 inches wide, 4 foot 6 inch draft, with 6' 2" headroom. It displaces about 8500 pounds of which about 2750 pounds is ballast. It is the rig which is different.

The boat is a designed after a New England "cat boat". Think "windsurfer" and it will look more familiar. The mast is located well forward, about four feet from the bow, is un-stayed (no wires holding it

up!) and soars 49 feet above the water. It has one sail, 420 square feet. The funny looking boom is called a "wishbone" boom. It controls the shape of the sail as well as holding the clew (the back corner) aft, kind of a combination clew outhaul and vang. One of the unfortunate characteristics of New England cat-boats was that they developed a lot of windward helm as they heeled over. However, with a fin-keel, spade rudder and a balanced hull shape the Nonsuch design balances the helm remarkably well in light and heavy winds alike. So much for the "technical" stuff.

The Nonsuch line of boats was the result of a number of serious Ontario racers in the 1970's, led by Gordon Fisher, who wanted to continue sailing but without a large crew and all of the sail handling that a sloop rig involved. They were looking for comfort and the ability to sail short-handed. They took their ideas to designer, Mark Ellis, and then with sketches, to boat builder, George Hinterhoeller, in St. Catherines, Ontario. The result was the cat rigged Nonsuch, with a plumb-bow, wide beam and a cambered house-top creating a roomy interior with accommodation equal to a standard yacht several feet longer.

*Cont. page 18*

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Cont.. from page 17

The first one, a 30 foot model, rolled out in the summer of 1978. Over the following dozen years or so 975 Nonsuches were produced, 58 twenty-two footers, 258 twenty-six footers, 522 thirty footers, 67 thirty-three footers, and 70 thirty-six footers. The largest fleets of Nonsuches are found on Lake Ontario and the east coast of the US. To our knowledge, the Okanagan Nonsuch fleet consists of only one boat, "Allegro". Hopefully that will change.

Pat and I began sailing in 1968 with a ten foot pram, a bit like an overgrown "Sabot" and have owned other boats over the years, including a small command bridge cruiser. We decided that we would like to have one last sailboat and chose a Nonsuch. I had actually decided that it would be a Nonsuch about a decade before we bought it but it was Pat who finally said, "If we're going to buy a Nonsuch, we should get with it!" And so we did.



We hunted the adverts for a couple of years and eventually found the one we wanted. We were looking for a freshwater boat in good condition with a particular interior layout called the "Ultra", it isn't a better layout, just a different one. Of the 258 Nonsuch 26's made, only about 35 of them had the Ultra interior layout.

We found "Allegro", a 1986 model, at the Royal Canadian Yacht Club on Toronto Island. It was owned by a 92 year old gentleman who hadn't sailed it for the past two years. That confirmed our opinion that a Nonsuch would be a great boat to grow old with. So in the fall of 2004, we bought it, had it shipped by flatbed to Shelter Bay Marine in Kelowna and assembled.



In April 2005, we picked it up and sailed it to Vernon.

We have been very happy with the boat. It sails well, points well, is fairly fast and is

very easy to handle. For you sailors out there, in order to tack the boat, I just turn the wheel, hold it for a moment and return it to centre. The wishbone moves from one side to the other and we are on the next tack. If you would miss the thrashing of a jib, the scramble from port to starboard, the sheeting in and grinding the winch, then a Nonsuch is not for you!

Allegro is well equipped for cruising with a two burner propane stove and oven, a refrigerator (it makes ice cubes!), an enclosed head, a forward "owners cabin" (or so the original brochure calls it) and a roomy and comfortable salon area. It has good electronics including an autohelm and a comfortable cockpit.

Cont. page 19



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Cont.. from page 18

For those of you with a historical bent, the Nonsuch class was named after the Nonsuch of Hudson's Bay Company fame. That vessel was named after the Baroness Nonsuch of Nonsuch Park, Surrey, England, who was the mother of King Charles II's two natural sons. The Baroness also bore the illegitimate child of John Churchill, who was the First Duke of Marlborough, and became governor of the Hudson's Bay Company in 1685.



Agate Beach

For those with an interest in specs, a Nonsuch 26U has the following:  
Fresh water: 170.5 litres (45 US gallons)  
Diesel fuel: 90.8 litres (24 US gallons)  
Fuel consumption: approximate 1.9 litres per hour (0.5 US gallons per hour)  
Holding tank: 94.6 litres (25 US gallons)  
Propane: two, 10 lb tanks  
Power: Westerbeke, 3 cylinder, 18 hp diesel engine.

If you are curious to learn more, check out [www.nonsuch.org](http://www.nonsuch.org) the web site of the International Nonsuch Association. A simpler way would be to stop by our slip, D48, have a peek, and if we are there, come aboard for a tour. We are happy to show it off.



Whitney

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# November 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 <i>Lounge Hours</i> 13:00-17:00	2 <b>Special Information Meeting</b> 7:00 PM	3 	4 <i>Lounge Hours</i> 16:00-20:00 Hamburger Night	5 <i>Lounge Hours</i> 16:00-20:00	6 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	7 <i>Lounge Hours</i> 13:00-17:00 <b>Sailing</b> <b>Wind Up Party</b>
8 <i>Lounge Hours</i> 13:00-17:00	9 VYC Executive meeting 7:00 PM	10	11 <i>Lounge Hours</i> 16:00-20:00 Hamburger Night	12 <i>Lounge Hours</i> 16:00-20:00	13 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	14 <i>Lounge Hours</i> 13:00-17:00 <b>Crane Day</b> 8:00AM 
15 <i>Lounge Hours</i> 13:00-17:00	16	17	18 <i>Lounge Hours</i> 16:00-20:00 Hamburger Night	19 <i>Lounge Hours</i> 16:00-20:00	20 <i>Lounge Hours</i> 16:00-22:00 Friday Night Special Dinner	21 <i>Lounge Hours</i> 13:00-17:00
22 <i>Lounge Hours</i> 13:00-17:00	23	24	25 <i>Lounge Hours</i> 16:00-20:00 Hamburger Night	26 <i>Lounge Hours</i> 16:00-20:00	27 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	28 <i>Lounge Hours</i> 13:00-17:00 Private Party
29 <i>Lounge Hours</i> 13:00-17:00 <b>Grey Cup Party</b>	30 <b>AGM Meeting</b> 7:00PM					