New Year Greetings!

Happy Days....

Inside....
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Useful information & more....

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Jorgen’s story of Electrification

© Jerry Kelly
I am writing this in the midst of the Christmas rush and in the flurry of activity I will confess to longing for a quiet afternoon sail on Mariner’s Cat. I trust Santa will not think me a humbug for such musings.

With the coming of the New Year, the INA begins to cross its third decade of serving Nonsuch sailors both in North America and in waters as far away as New Zealand and Turkey. We are a unique group both in the boats we sail and the depth of our commitment to these fine craft. Keeping us strong has been the willingness of members to share their knowledge, time and ideas making the experience of owning a Nonsuch unlike any other. Contributions to Update, speaking in the Discussion Group and lending a hand with event organization are essential elements of the Nonsuch experience. The time and effort that many of you have contributed to our bi annual rendezvous over the years is something we all celebrate.

A few years ago we moved to 3 year terms for Board members ensuring that our leadership renews and opportunities to sit on the INA board open at regular intervals. In addition, we want to develop in the area of merchandising and web site content. If these challenges interest you, please contact me.

Here in the north, thoughts of boat shows and winter projects to complete, reading Update and thinking of sailing does warm a cold winter night. Debbie and I wish you all a memorable sailing season and hope you will share it with your fellow Nonsuchers with either an article in Update, an entry in our annual photo contest or sharing your expertise on the ‘Discussion Group’

Fair winds and Happy New Year
Thor Powell

A Little History Note

Mascouche was named by George Hinterhoeller “Little Dipper” She was the prototype for the 26 class and his test yacht for the 1981 season. After a hairy first test sail where he charged all over the Niagara River alarming the US Coast Guard in strong winds he increased the size of the rudder. Once tamed, I understand he took her up to the North Channel for his summer cruise. Once satisfied with the boat he sold her to Peter and Eve Pangman who changed her name to Mascouche, Metis for tubby little bear cub (see photo). She remained with that name ever since. Peter died in 2000 and Eve sailed her for five years until she sold her to me at the beginning of 2006.

John Newell
Service Directory

Membership Information:
Information and application form may be found on the INA web site www.nonsuch.org, or by contacting our Membership Chairmen:

For USA:
Bob Cornell
31 Keith Circle Killingworth, CT 06419 USA
Home: 860 663 3095
e-mail: bob.cornell@comcast.net

For Canada & International:
Annette Bailey
7 Valleydale Ct, Dundas, ON L9H 4Z7 Canada
Home: 905 628 0298
e-mail: annettebailey@cogeco.ca

INA Memberclicks:
For membership information, address changes & ordering products - other than mast wedges
Go to: http://ina.memberclicks.net

Address Changes:
Changes of address or other membership information may be made on the INA web site www.nonsuch.org or email to Secretary@nonsuch.org or through: Bill Spencer
11 Coleman Road, Hyde Park. NY 12538
Bill can also supply additional copies of the Membership Registry to INA members for $10.

Tanks:
INA has arranged to have water and waste tanks specifically manufactured to fit most Nonsuch boats. These tanks are 3/8” thick rotationally molded polyethylene and are available to members. Review the drawings, availability, prices and order form on the INA website: www.nonsuch.org or from: Larry Banbury,
191 Tumbledown Rd, Lansdowne,
ON K0E 1L0 Canada Tel: 613 659 4821 Fax: 613 659 4821 LarryBanburyINA@1000island.net

Mast Wedges:
Replacement mast wedges made specifically for Nonsuch boats are available for INA members.
The wedges are made from a composite material so that they will not shrink or swell.
Prices and ordering information can be found on the INA web site: www.nonsuch.org under the Commercial Link-Sailor folder, or contact:
Mike Quill Tel:905-935-3455
e-mail: mquill@cogeco.ca or www.mqyr.com

Nonsuch Owners Manual:
A copy of the original factory manual for your boat is $30USD. To order please send a cheque or money order payable to INA to:
Robert Peterson: address see below next item

Nonsuch DVD, INA Burgees & Decals:
• INA offers this unique collection of three Nonsuch videos on a DVD for $15USD. Originally made for Hinterhoeller, they are Nonsuch Sailing Made Easy, Nonsuch Why & How plus the Nonsuch Navy
• The blue pennant featuring white Nonsuch sailplan logo are 14in x 22in and $30USD.
• Decals are $5USD.
To order please send a cheque or money order payable to INA to: Robert Peterson
12105 Ambassador Dr Apt. 234
Colorado Springs, CO 80921-3638 USA

Nonsuch Swim Platforms:
- designed for all size of Nonsuch
- compatible with davit systems
- convenient entry into and out of the water or dinghy
- increased safety for M.O.B.
Contact Ron Schryver email: alphaw@sympatico.ca
Take Advantage of the Website and Renew Your 2015 Membership Online!

Greetings from your Membership Committee!
What a busy 2014 with new members, increased activity on the website, an active Discussion Group, and, of course, our incredibly successful 2014 Rendezvous that was held at the Royal Canadian Yacht Club in Toronto. Having worked with Registration, it was a pleasure to meet so many of you at the Rendezvous and finally put a face to the many names that come across my desk.

Welcome to all our new members this year. We hope you have enjoyed the benefits of your membership. The website offers great information and links of which we hope you have been taking advantage. The Discussion Group has been extremely active and we want to thank our experienced Nonsuch owners for sharing such great information with all our newbies as well as with each other. My day begins with checking out the latest discussion topic! It is with your support that we are able to provide these services and maintain a network of communication that serves us all.

While on the topic of communication, we enjoy hearing from our members with your thoughts and suggestions, so be sure to continue to share your ideas of how we can best serve your needs by clicking on the “I want to…make a suggestion” link on the www.nonsuch.org website.

By the time you receive this newsletter, you will have received a renewal reminder. Thank you to those who have already renewed their membership for 2015! For the rest of you, we strongly encourage you to use the online process for a fast, secure and efficient renewal experience. The renewal fee is $45 (US). It is preferred that your dues be paid online by credit card. If you still choose to pay by check, please make the check payable to:

‘International Nonsuch Association’ and mailed to:
Annette Bailey, Membership Director
7 Valleydale Court,
Dundas, Ontario
L9H 4Z7
If your check is not in US funds, please make the appropriate currency adjustment. An outline of How to Renew Online is provided below. If you have any trouble renewing, please contact Annette Bailey or send an email to membership@nonsuch.org. We are ready to help!
Thank you for your past support and looking forward to hearing from you!
Annette Bailey, Membership Director
annettebailey@cogeco.ca
membership@nonsuch.org
905-628-0298

How to Renew Online

- Login to www.nonsuch.org using your Username (which is typically your email address) and your Password. If you have forgotten your password, there is a link to click, and the system will send it to you in an email.
- Click on the “I want to... Renew my Membership” link on the right hand side of the screen. This will take you to the Online Renewal Form.
- When renewing, please be sure to verify that all the information in your Profile is complete and correct. We especially need your name and your:
  1. Full address for the Registry and UPDATE mailings;
  2. Email address for all other INA correspondence;
  3. Boat name, model, hull number and sail number for accurate inclusion in the Registry;
  4. Year of purchase and/or sold (if applicable);
  5. Home port where you dock your boat for Rendezvous planning, and;
  6. Regional Association (if applicable).
- If you have sold your boat, please let us know by clicking the “I Sold My Boat” link, also on the right side of the screen. This form will request the name of the new owner, and give you the option to renew and continue as a member or to be removed from the mailing list. Alternatively, you can let us know by emailing us at membership@nonsuch.org. Either way, we encourage you to introduce the new owner to the INA website and extend an invitation to join. By informing us of the new owner, you are helping to maintain the accuracy of the Registry. We strive to list every known Nonsuch in the Registry, if possible, whether they become a member or not.
- If you have not received the renewal reminder or any other email correspondence from the INA, please check that we have your correct email address by viewing your Profile online at www.nonsuch.org. If the problem still exists, check your email’s junk or spam folder. If it is there, be sure to mark the email as “Not Junk”, so that future emails go to your Inbox.
- If you have any difficulty with the renewal process, please feel free to contact us at membership@nonsuch.org to help resolve the problem.
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Update is published three times a year and posted to members of the
International Nonsuch Association. An electronic version will also be available on the website

Publication dates are generally: January - Winter, May - Spring
and September - Fall
See ‘Last Word’ for contact and next Deadline Date

INA Online Resources:
INA website:  www.nonsuch.org  Members can place ads in both Update and on the Nonsuch
website. New information on the process is described in the article above.
Facebook:  www.facebook.com - search under Nonsuch Sailboats Marketplace:
Triumphant Tiroc!

Following a wonderful rendezvous at RCYC we were then lucky enough to win a new sail cover from Evolution sails. We installed it in September before a trip to Kingston. It is easier to use than the old cover and a number of friends commented that it makes Tiroc easy to find at dock. (There are many other colours available.)

Mike & Ralph Darlington & Lynn Sansom
Tiroc Port Whitby Marina Cruising Club
The Return of Unicorn III
Ian Shaw – Unicorn III, Classic 30 #21.

Unicorn III’s registered home port is Toronto. Jo-Anne and I purchased her in 2001 and immediately sailed her to Meaford on Georgian Bay. We spent thirteen delightful years in the North Channel and the 30,000 Islands which have been described as the finest cruising grounds in the world. However, by the end of the 2013 season we realized that was enough and it was time to return to Toronto.

Since the 2014 Rendezvous was going to be at R.C.Y.C., my Club for 50+ years, I volunteered to help and Wendy Anderson, Committee Chair, asked if I would take care of the awards. That sounded simple enough. Little did I know! Nonsuch is not quite a one design class and the owners like to do lots of different things. And everyone loves a trophy or a prize. Well it turns out one of the prizes is awarded to the boat travelling the longest distance to the Rendezvous. I had specifically said at one of the meetings that I was not eligible because I was only going one way. Nonetheless someone decided to give the Crosby Foster Trophy to Unicorn III. I was both flustered and pleased at the same time. The next furthest travelers were Brian and Joy Clinton aboard Outback from Cornwall, Ontario, well down the St. Lawrence River and none other than INA President, Thor Powell and his wife Deb aboard Mariner’s Cat V from Cedar Island Yacht Club near the west end of Lake Erie.

The trip began on the July 1st weekend, covered approximately 620 nm and took 15 days. A loose schedule was required because for crew I drew on my sailing friends a few days at a time. Schedules mean regular destinations and therefore about three quarters of the trip was actually under power. Too bad but typical of Great Lakes cruising; wind is either on the nose or there is none.

The sailing events included a 20 knot south wind off the windward east west north side of the Bruce peninsula; flat water and lots of wind. Two days of broad reaching in 15-20 kn breezes in the west end of Lake Erie, a dramatic day into Cleveland and a delightful crossing of Lake Ontario at the end of the trip.

While under power we experienced cold in Lake Huron (1.8 °C, no icebergs spotted); we had a beautiful side trip up the Chanel Escarte and Sydenham River to Wallaceburg then down bound through the St Clair and Detroit rivers and crossing of Lake St Clair where there was surprisingly little traffic for the July 4th US holiday; a passage through the easterly portion of Lake Erie and last but not least the Welland Canal which gets one around Niagara Falls.
Our share of excitement included a surprise empty diesel tank and resultant tow into the Ford yacht Club at Grosse Isle, Michigan and related customs clearance. The kind soul who towed us had touched a Canadian boat so he had to clear customs too. None of the marinas on the Canadian side of the Detroit River bother to sell diesel. If they did they would have to charge almost double the price on the US side; so we miscalculated and got caught. The other adrenalin producing moment occurred shortly after leaving Vermillion on the way to Cleveland. As we were preparing to get underway the Vermillion Yacht Club manager suggested we take a look at the radar - two thunderstorms on the way, let’s wait awhile. After the first one passed it looked like the second smaller one was well north of our position so off we went; not so far north as we thought, caught again. A broad port tack reach suddenly became a broad starboard tack reach in the line squall attending the storm. The crash jibe, something you never ever do in a Nonsuch, happened with a bang. My faithful crew rescued the broken flagpole and cleared the sheet almost instantly. No other obvious damage so we concentrated on ensuring it did not happen again. After a few minutes we had to tack or risk getting too close to shore so around we went. As things settled, a nice steady 20 - 25kn wind with the famous Lake Erie square waves gave us a great ride into Cleveland. The knot meter registered almost 11 on some of the waves; just like dinghy sailing!

After thirteen years in Georgian Bay Unicorn III was back to her familiar sailing grounds at the R.C.Y.C. We arrived on July 13 just in time for the 2014 Rendezvous which began the following Sunday. We did not distinguish ourselves in the racing fleet but we sure had lots of fun.
Mariner's Cat was painted with Awlgrip in approximately 1997......so 16 or 17 years later, it was getting a bit long in the tooth. A prior owner had done a repair that, although not all that apparent, was starting to bleed through; coupled with 17yrs of docking it was time.

After looking at the three main paints of a similar chemistry, Awlgrip, Imron and Alexseal, I chose Alexseal.

It is not like I am Hatteras who uses their paint on all their boats. The curing process is not impacted by temperature as was Awlgrip so I my decision was made. Now how to paint it? I had marine shop quotes starting at $10,000 just to do the green, not the white/red boot or top stripes. I looked at doing the roll and tip approach; Alexseal sells converters expressly for this purpose, however, there are a few drawbacks. Repair of the surface is key to a good finish; I am not a professional painter and my eyes are not that sharp. I have rolled and tipped a dingy and the job looks great - just like a spray job; but this was a 7ft dingy in my basement, not a 26ft boat outside on a cradle! The weather window for me is, at best, 3 weeks in April painting outside alongside 40 other boats being worked on and beside a busy road; too many variables. Yes it can be done and has been done, but when you add the scope of the work and weather risk, it is not a slam dunk success

I then went to a local body shop that repairs cars and trucks; key fact is they do trucks. They fixed all the stuff I showed them and found twice as many dings to fix - I guess I need to stop docking by ear! They then sprayed on 3 coats. They did a excellent job in less than a week from in to out and the final price was under $2,000 plus paint and trucking.

So here is what is going on. In today's world, trucks and cars have lots of different surfaces that require painting and repair from plastic, aluminium, steel, carbon fibre, and many more. Paints too have become very sophisticated with base coats, clear coats and metallics to name but a few. They are no longer just shooting enamel at steel.
This shop, and it is small shop in a medium sized town, sprays more paint in a week than the larger boat painters will see in a year. So the end result is shown in the attached pictures. For those of you considering painting, it would be well worth looking at a painter who does large vehicles and can accommodate our 12ft beams. For these businesses, painting a boat is simple compared to the complex work of working with steel, aluminium, plastic and vinyl on a garbage truck or ready-mix concrete truck. Painting a boat is also work that is not time sensitive so they can fit it in during slower times of their schedule.

In summary:
- Alexseal's support was excellent
- Imron is not supporting the retail market in any material manner
- Awlgrip is great paint but fixing the docking adventures is not easy.

Hope this is helpful. If you would like more info, drop me line. Thor Powell email: thor.powell@gmail.com
**Insertion Policy**

- Ads will only be accepted from INA members and should not exceed **50 words**.
- Ads will run in two issues unless members request an extension.
- Ads to include Year; Size; Model Type; Hull Number (usually the sail number); Engine Type; Extras that are not standard equipment; Asking Price & Contact Information. More detailed ads may be posted on the Nonsuch website [www.nonsuch.org](http://www.nonsuch.org)

* = 1st run, ** = 2nd run & + = Ad extension

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**Nonsuch 26**

**1987 NS26U #230**

Well maintained & comfortable; engine & electronics upgrades: Westerbeke 21A 545hrs, new stainless shaft, coupling, PSS shaft seal & engine mounts; Speedseal water pump cover; Raymarine autopilot; Garmin chart GPS; ICOM VHF with DSC; B&G electronics; CQR & Danforth anchors; Doyle main; cover; dodger; Dinghy-Tow. Shore storage cover. Annapolis, MD. 

**Asking $36,000U.S.** Full info: Phil Wagner  
email: philmw3@verizon.net,  
tel: 410-849-8421, cell 410-693-8132 *

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**1987 NS26U #229 ‘Solid Comfort’**

White with blue boot stripe, dodger and sailcover. Located Kingstown; hull material - fiberglass; engine/fuel type - single diesel westerbeke 19w (850 hours). Current price: $39,900US

Contact: brewer yacht sales, inc.  
65 Reynolds St. Kingstown, 02852.  
Tel: (401)295-0340, fax: (401)294-1541  
e-mail david mckenney: dmckenney@byy.com **

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**1983 NS26C #82 ‘ROSIE’**

Westerbeke 21hp; Awlgrip hull Red; electric windlass; 25lb CQR; bimini with complete enclosure; Autohelm; cockpit cushions; cockpit table; pressure H&C; 110v; Propane cabin heater, stove & BBQ; battery charger; Adler-Barbour refrigeration; inflatable dinghy; steel cradle. Vessel lying Kingston Ontario.  
**Asking $29,900Cdn.** For further information contact: Ken Wilderspin Tel:613 541 1036  
email: kwilderspin@cogeco.ca **

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**For Sale**

**N30 Classic Sail Cover**

Lightly used and a couple of years old. Sunbrella Tan #4614-0000, excellent condition. **Asking $225.**

Ed Saltmarsh N30C, Mia Lou, #172 Swansea, MA  
email: ekreve@comcast.net *
1985 NS30U #297
Full details on website:
Asking US$ 57,995
Contact: John Ferrero Northport NY
email ducky11768@gmail.com *

1981 NS30
Original owner Karl-Heinz Faber. All rigging lines lead inboard to the cockpit so ideal for singlehanded sailing. Well maintained in excellent, very clean condition; white hull with red stripe; upholstery royal blue; new Beta 25hp 3-cylinder diesel (only 25 hrs); sail drive & folding prop; HHild sail; custom made boat/sail cover & dodger; new Raymarine S100 wireless autopilot & folding prop; HHild sail; custom made boat/sail cover & dodger; new Raymarine S100 wireless autopilot

Nonsuch 30

1985 NS30U #276 ‘Ardent’
Westerbeke 27hp; VHF; GPS & Plotter; autopilot; radar; S/S davits & swimming ladder; electric windlass; fully enclosed cockpit; Achilles 9.5’ dinghy; Mercruiser 3.3hp; refurbished hot water system; new batteries & charger; new bilge pump; rebuilt stuffing box; top-side brightwork refinished; solar vent fans; new shore power line & macerator; teak cockpit table & floor grate; BBQ; mast tie-down; DC cabin fans & more. Asking US$62,900. Contact Tom Aga at Mid Coast Yachts: 410 867-6120. More info:
http://www.yachtworld.com/midcoast/index.htm **+

1982 Nonsuch 30 CAT #146
Carbon fiber mast 2005; Westerbeke 27hp; $8500 spent on eng, now perfect working order; new fwd hatch; new s/s darado vents; epoxy barrier coating(2006); Genco sail cover/stakpac(2012); new vhf 2012; new custom winter cover; 75w solar panel; Freedom10 inverter; fridge & AC good working order; hot water heater not working; portholes resealed; new Morse controls & leather helm grip; as new Milwalkie elec winch; LED light fittings throughout; over 20yrs in fresh water. Sailed from Vermont to Caribbean; currently in Fl and sailing north; can deliver anywhere on the east coast by arrangement. I fly back to New Zealand once CAT is sold - inspections welcome. Asking US$39000. Contact: email: dakotanz@hotmail.com Ph 561 301 5132 **+

Nonsuch 33

1989 NS33 ‘Amazing Grace Too’
Lots of TLC; new Volvo 42hp; Gori 3-blade folding prop; new mast and fast track; new sail; new canvas; new Raymarine instruments and autopilot; Standard Horizon chart plotter; power halyard & anchor windlass; 100’ chain; new cockpit cushions; new Isotherm refrigeration; custom built open spacious cabin; Paloma water heater; electric head; Awlgrip/white with green and red trim. Docked at CYC in Rocky River, Ohio.
Asking US$138KUSD. Bob Reusser 440-331-5551; email: bobreusser@sbeglobal.net for further descriptions and photos. Will consider trade down to NS26’. **+

2005 NS33 ‘Summer Wine’
Wiggers built; lying Thornbury; shows like new & has power winch & windlass, full cockpit enclosure, forward scanning sonar, cradle, winter cover & 40hp Yanmar diesel. Fresh out of the paint shop with a stunning dark blue hull. Go to www.harrisellis.com for pictures & full description. Asking Cdn$140,000 **+

Nonsuch 36

1985 NS36 ‘DUETTE’
A beautiful, well found and maintained example of the 36. 1985 Westerbeke diesel; 3-blade Maxiprop; electric head; Frost freezer/fridge; Paloma hot water system; Espar central heating; Lighthouse S/S windlass; Raytheon Radar; 45# CQR anchor with rode; Alpha autopilot; Avon RIB with 15hp outboard; 2 Sails; many other extras. Asking $78,000 Located in Salem Ma. For more information or pictures contact: Ph 603-673-4554 or email: rlmontague@comcast.net. **
Ten years ago that’s how an experienced sailboat racer dismissed my choice of boat, after I proudly told him I had just purchased a Nonsuch 30. Another experienced racer also had something to say about it not being able to point as close to the wind, as other good boats.

Actually, I settled on the Nonsuch breed of boat because:
1. It would be easy to learn to sail (I was already age 63 at the time)
2. It had a reputation for sailing more upright than many sailboats
3. It was roomy & comfortable
4. Built to handle heavy weather - I wasn’t looking for a race boat.

On the other hand, I had heard that in some conditions it could be surprisingly fast. Over the subsequent 10 years, though, I have morphed into a bit of a racer myself and in the recent Lower Lake Huron Solo Challenge (run by the Great Lakes Singlehanded Society) I took first place honors in the Jib & Main division - on both straight time & PHRF handicap adjusted time. I wish those two fellows had single handed their boats in that race.

The wind & waves were very challenging on Sept. 6th. Perhaps that’s why two of the yachts that were registered to race in my division didn’t show up at the starting line. If I’d had more accurate wind & wave reports I too may have stayed home. It was a 42 nautical mile triangular course and when the winds died the race lasted into the night - for some. At one point the swells, with the white caps on top, must have reached a good 8ft. If you like elevators you would loved the ride.

Unfortunately now, in next year’s single handed race, they’ll all be gunning for me.

If the winds are forecasted to be light I might want to heed the words of Kenny Roger’s song The Gambler “…you have to know when to walk away, know when to run…” 😊

Cheers
Herb G. Huber
MISTOFFELEES 30C #91
Lake Huron Nonsuch Association
email: hhuber@sympatico.ca for more information.
Regional Associations

Regional Associations are organized and operated by Nonsuch owners independent of the International Nonsuch Association (INA). Although INA encourages their formation, it does not control their activities, membership or fees. The INA will, on request, provide assistance and advice to interested parties to facilitate their organization. INA recognizes that regional associations contribute to the ongoing strength of the overall Nonsuch organization.

- If you are located in an area which is served by an existing association we encourage you to participate in its activities.
- If the association in your area is currently not as active as you would like, take the initiative by offering the leader of the group your assistance in organizing an activity for the benefit of all members.
- If there is no association in the area where you reside, take a leadership role in organizing a new regional association. I would be pleased to provide information and advice regarding organization and operation of regional associations.

Please contact me privately by email at thor.powell@gmail.com or by phone 810 299 1164.

Sincerely,
Thor Powell

CANADA

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ON L3T 2P3
tel:(905) 881-0882  email: l.bwheeler@rogers.com

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Chesapeake Bay
Ed Cook:- 420 James Street Lancaster, PA
17603 717-396-8732
email: tedsdad@aol.com
Innovations.......  

Self-levelling Radar Bracket  

I bent a piece of 1/4" x 3" stainless steel plate to match the radius on the mast, then drilled holes in it matching the mast thru bolts. I then welded a plate and a 15" arm bent into the mast at the bottom with a solid plate that I could put hose clamps over. This established the bracket to the mast with no holes into the mast. On the upper plate I mounted a self-levelling piston on which I mounted a 90o stainless steel pipe 1 1/4" in diameter. The dome was mounted to this bracket, the only hole into the mast was for the wires to run up to the dome.

Internal Boom Lines  

I found running the lines internal on the boom removed 70% of the friction off the lines running through the eyes on the bottom of the boom. I ran reefing and topping lift lines inside.
To do this I purchased off the shelf sheave boxes, either Schaefer, Garhauer or Ronstan (RF 31712 for example) to suite the size of lines. You need to install four (4) single boxes and one (1) double.

- The two boxes for the aft reef lines need to be put on top of the boom so the sail will not rub against them.
- The exit box for the topping lift was put on one side and the line terminated on the other side where I installed a pad-eye which gave me a 4-fall block and tackle to lift the boom.
- The two forward exit boxes should go aft of the block hangers. I have left all the old hardware in place for emergency back-up.

Running the lines in the boom was very simple. Once the exit boxes were fully mounted I removed them, ran the lines with an electricians fish, put the lines thru the exit boxes and remounted. Before I installed the internal lines I used a winch to lift the boom; afterwards the I could actually move it by hand.

Paul Boudreau
THISTLE NS36
For those of you who are unfamiliar with Mystic Seaport Museum, it is a premier maritime museum in Mystic, Connecticut. A jewel in its collection is the whaling ship Charles W. Morgan. Built in 1841, the Morgan went on 37 multi-year voyages during its 80-year career. It came to the museum in 1941 and had not left since.

However, a few years ago, the museum got this absolutely crazy idea to completely re-fit the now 170+ year vessel and SAIL it to Massachusetts on a 38th voyage!

The Charles W. Morgan going by New London Ledge Lighthouse on May 17, 2014

© Bill Washburn
My wife and I made a special trip to New London, Connecticut just to see the Morgan under full sail this past summer. A few weeks later, when the Morgan had returned home, we visited the museum.

In commemoration of the 38th voyage, the museum prepared an exhibit with story boards about the voyage. Well, surprise, surprise! What did I spy in one of the photos? A most handsome Nonsuch, which I believe is a 33’ Nonsuch, #42, ‘Born to Run’ owned by Michael Passero (according to the 2014 directly). So, now a Nonsuch is immortalized along with the Charles W. Morgan. (In the photo, the Morgan is under tow, but it had sailed through much of its voyage.)

I just love looking for Nonsuches wherever we travel!

Jim Cosgrove
FATE 30U #343
Galesville, MD

© Bill Washburn

The Charles W. Morgan berthed in New Bedford State Pier framed by Lionheart.

You beat me to it, Jim. I was at Mystic for the Adventure Series where Ryan Leighton, the official Stowaway on the 38th Voyage talked about his experiences. Later we were in the Mallory building where we saw the display you reported, now moved inside. It’s great that one of our fleet was captured in that historical display.

For the record, Lionheart was in New Bedford for the Morgan Homecoming last July and we sailed with her in Buzzards Bay prior to arriving in New Bedford.

Bill Spencer
LIONHEART NS30U
**Do It Yourself Re-bedding Grab Rails**

Attaching grab rails on my own vexed me until I came up with the following method:

1. Prepare the holes (over-drill-epoxy).
2. Tape over the holes in the ceiling liner to catch the majority of the dust.
3. Use a drill guide to drill perpendicular to the deck.
4. Drill and then counter-sink by using a countersink in reverse. This avoids tearing the gelcoat.
5. Install one screw at each station all the way up, so they protrude about 30mm.
6. Countersink the holes in the grab rail **critical! This allows the stew to find the hole**.
7. Apply butyl tape or compound to the bottom of each station. Butyl tape is much cleaner, and I now use it for everything.
8. Carefully position the rail on the sharp screw heads and push down a wee bit, this and the countersink hold it in place. If you pick just the right sized drill bit the screws will be held firmly in the deck.
9. Starting in the middle, tighten each screw in batches of 6 turns, going from one to the next.
10. When firmly set, install all the remaining screws.

You’re done, and you owe nobody any favours.

John
NS30U#400
Tauranga NZ

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**Deadline for Spring/Summer 2015**

**Issue: April 12 2015**

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**Last Word……..**

**Happy New Year**

I hope that everyone is now looking forward to getting all those winter jobs done before we begin a new season; the days are now getting longer - if only slowly!

Plenty to read about in this issue; so my thanks to all those contributers. It makes my job so much easier when I can fill the pages with stories and useful information to circulate to all our members.

My usual plea is please keep it up and keep me happy!

Sue Walker
Editor