



Vernon Yacht Club

TILLER TOPICS

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Vernon Yacht Club
7919 Okanagan Landing Road
Vernon, BC ,V1H 1H1**

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Light Up!

photo Hanny Kooyman

February 2010 Features

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Do you have ideas for Tiller Topics, do you have an opinion you would like published? Tiller Topics gratefully accepts your submissions. Please drop them off at the club or e-mail them to tiller@vernonyachtclub.com

VYC - 2009—2010 Executive

7919 Okanagan Landing Road, Vernon, BC V1H 1H1

Name:	Position:	Home:	Work:	Cell:
Tim Amy (Kerry)	Commodore	542-6322	833-2444	833-2444
Steve Bertram (Alicia Kay)	Vice Commodore	547-0025	306-7575	306-7575
LawrenceJohnson(Candace)	Rear Commodore		260-8003	
Rick Reichelt (Toby)	Staff Captain	558-5598	542-5550	309-2311
Bob Montguire (Katie)	Fleet Captain	545-8851		308-7879
Gary Pearson (Sandra)	Treasurer	979-0359	717-5700	859-5800
Terri McLennan (Rod)	Secretary	549-5056	549-2558	307-7140
Jim Caldwell (Susan)	Past Commodore	260-5846		540-5846
Dean Myrfield (Lacey)	Director 1 Year	558-3636	549-5251	308-6904
Dave Atkins (Fay)	Director 1 Year	542-2668		550-0186
Dan Irvine	Director 1 Year	549-0119	549-4161	549-0119
Allen Dubeski (Mary-Ann)	Director 2 Year	549-4531	545-9188	558-8478
Jerry Spelchan (Holly)	Director 2 Year	545-4564		549-0051
Mike Thomas (Gillian)	Director 2 Year	545-8501	545-8501	549-0320

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

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

Vernon Yacht Club - **Email Address:** office@vernonyachtclub.com
Vernon Yacht Club - **Website:** www.vernonyachtclub.com

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.

* **Submissions for Tiller Topics** can be sent via e-mail to:
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
Dean Myrfield - Advertisement

Regular Contributors:

Kerry Richardson - Bookcorner;
Bouquet of Roses; news reporter.
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.



Commodore's Report

Tim Amy



The Club house

was built in 1967 after fire destroyed the original building. The lounge was designed and built

by the members of the day using their own skills and to suite the membership of that era.

The building has been constantly maintained and remains functional. During 2007-8 plans were made to enlarge the upstairs toilet facilities but were overtaken by the costs of moorage expansion and breakwater maintenance. Sporadic thought has been given to enlarging the kitchen area, enlarging the entire building into the front parking area towards OK Landing Rd. One school of thought suggests the building simply be maintained for a few more years then completely rebuilt, perhaps closer to the water.

Yet another suggests that the building be demolished and replaced with a complex including income producing condominiums and a state of the art club house, kitchen, hot tub (ideal for

washing sails) meeting rooms etc, with sand trucked in to create a beach fringed by cold tolerant coconut palms. Who needs to go south? We can create our own all year spa.

For now this is all beyond our current budget while we continue to pay down the long term debt. So, for the immediate future we will dampen the lounge acoustics and Director Mike Thomas with a small committee will consider how to best make over the club house interior to better suit the expectations of today's members.

If you have ideas about alternative seating and furniture arrangements, screening small areas of the lounge, lighting, wall covering, re designing the bar, etc please pass these on to Mike Thomas.

If you have any constructive thoughts about any aspect of the Club, please let the Executive know via the contacts at the front of this newsletter.

And if you haven't already done so, do remember to renew your membership and moorage soon.

Tim Amy



Vice Commodore's Report

Steve Bertram



No further Report.

- Facebook page created for VYC- check it out!
- New ad for sailing events will be in the Morning Star.



Rear Commodore's Report

Lawrence Johnson



Happy New Year to all!

Hope everyone had a great holiday season.

We are well underway with the process for improving the acoustical proper-

We have had an acoustical analysis completed by John at Killer Sound and have located the materials to use for the sound baffling. The next step is to look at the cosmetic appearance of the installation.

I am still reviewing the information on the pump-out and have been keeping an eye on the breakwater. I have also been looking at the need for upgrading the power outlets in the lounge, there has been some issues with tripping breakers. All in all an active month.

ties of the lounge.

Lawrence Johnson

Fleet Captain's Report

Bob Montguire



In the last issue I told you about a water evacuation plan for Okanagan and Kalamalka lakes. On January 12th I attended the meeting for Okanagan

Lake. As we all know both sides of the lake have single road access. In the event that these roads become impassable, water evacuation would become necessary. A large number of boats would be required. We are looking for members with boats (power or sail) to

volunteer in an evacuation if required. I would like to compile a list of members who would be available. If you would contact me and volunteer it would be greatly appreciated. The law states everyone must have a lifejacket. We currently only have 60 so as you can see we require many more. If any member has extra lifejackets which they would be willing to donate please drop them off at the club.

As of January 14th less than half the members have paid for their moorage and or membership. Please remember if fees are not paid by February 1st or next business day a 15% penalty will be applied.

Bob Montguire

Staff Captain's Report

Rick Reichelt



Hello and Happy New Year to everyone!

We now have a lounge rental agreement available to the public. Hopefully once the word gets out this should bring

the club some fairly good revenue.

I would just like to remind everyone that on Steak Night, to try and stay clear of the kitchen. If you drop your dirty plates off please let the staff do the rest.

We will also be doing a review of the bar hours for the summer. Improvements to the lounge atmosphere will hopefully have more members using the bar.

This warm weather makes me think boating season is not that far away.

Rick



Vernon Yacht Club Minutes Summary January 11, 2010

By Teri McLennan, secretary

- **Create** timeline and game plan for completing the dock expansion.
- New ad for sailing events will be in the Morning Star.
- Facebook page created for VYC- check it out!
- Security team will be setup again for this year.
- Long Term Planning Committee created.
- New pump-out being looked into.
- Acoustics report is in. Will be looking at renovating to fix issue.
- Getting quotes on new carpet for upstairs.
- Monitoring the amp usage of winter boats.
- **VYC Boat Show date- Apr 24th and 25th .**
- Photocells replaced on docks.
- Donating yellow Hobby-cat to NOSA
- Lounge Rental to be advertised for public rent on Saturdays.
- 1 New member and 1 Assoc. Member has joined!
- Will be starting New Members hospitality evenings in Feb.

Teri

Full exec meeting minutes are available in the office.



Don't miss our

Superbowl Party

Sunday February 7th

The bar will be open @ 1:00 and kick off is @ 3:30.

Come down to your club for Chili and a bun and buy a square or two on the Superbowl pool.

From your Events Planning Crew

In case you haven't heard.....

The 2010 Vancouver International Boat Show has been cancelled, thanks to the construction on the roof of BC Place following the Olympics.

Hanny



Out to sea old style.



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 participate in the Friday evening dinners that bring members and visitors together to savour "international" cuisine and enjoy entertainment that celebrates local talent.

Of special note for the month of January...

Carrie, and Ken Smith, for their teamwork in producing the "international culinary experience" on Friday nights. The baked salmon for "Chinese Food Evening" was simply scrumptious!

Rick Reichelt, for his creative ingenuity, effort and time in organizing "The Hat Man", fine local talent that brought a "full house" to the clubhouse on Friday, December 11th.

For all skippers, crew and visitors who showed "community Christmas spirit" in their "light up of their boats" and participation in the annual "Christmas Sail" that brought colored lights, music and fireworks to Okanagan Lake. The response from people living around the lake was heartwarming!

January 2010

Kerry



The staff at Qwik Change Oil and Lube would like to invite yacht club members to take advantage of special discount on all our services. See us for your next oil change, transmission service, fuel service, or radiator flush.

Qwik Change Oil & Lube

3706 27th Street, Vernon Ph. 545-0311

Sailing



DVD
NIGHT

Wednesday
March 10th
7:00 PM

The two movies to be shown on that night are:

Deep Water.

A film about the first ever Around Alone sailboat race in 1969. This is the strange but true story of Donald Crowhurst.

Spanish Castle to White Night.

The race around the world. This film gives you all the action of the 2008/2009 Volvo Ocean Race.

Dave Horsham



Quote from an interview with Werner Gysi by James Murray in the Salmon Arm Observer.

Like the waves on the ocean, Werner recalls how there were ups and downs to the voyage. "While sailing the open waters, I would often find myself reflecting on the journey. Time was not all that important, but timing was everything," he says. "Looking back I can see that I had a lot of expectations about how the trip would be. I had expected to be travelling over the waves, with a smile on my face, all the way across.

"I envisioned myself as being much more in tune with the elements around me. I had hoped that the endless universe would join my limited way of thinking and that it would inspire me to find new understanding.

"In actual fact, it turned out to be a constant fight against the elements, and I did not have much time to ponder the big question. It was more of a fight with nature to keep the boat afloat, upright and on top of the water."

Wed 10th February 2010 at 7:00PM
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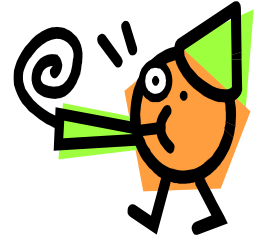


Cost: \$60 (including lunch)
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Please contact for more information:

Alan Barnes (250) 486-5766
Alan.barnes@sales.northsails.com

Anette Partridge (604) 271-2111



**Guess the Candies
in the Jar Contest**

Winner – Larry Gilchuk.

His guess was 1978 and the actual number of candies in the jar were 1982. Larry will receive the candies and half the money raised.

Congratulations Larry !

Thank you to all the members who participated.

Ken Smith

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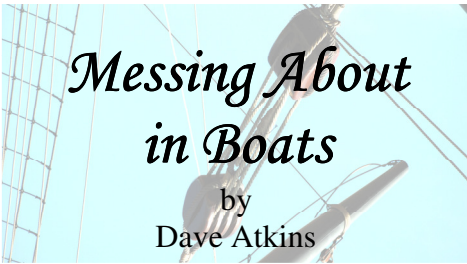
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Messing About in Boats

by
Dave Atkins

Most of the sailing that you do on Okanagan Lake is light air sailing; generally we don't get sustained heavy winds in excess of 20 knots, however there are times when it blows hard and it may not have been blowing like that when you started out. I have found that many beginning sailors think it is very exciting to be sailing with the deck in the water on the lee side and water rushing along close to the edge of the cockpit, however you will find that the experienced sailors don't sail like that and even in the same conditions seem to be going just as fast or faster with the boat more upright and looking less spectacular.

The sails on your boat are the engine that drives it, so if the power gets too high then it is time to throttle back. Most sail boats are

displacement hulls, that is they drive through the water rather than over it like a powerboat. A displacement hull has a limited speed based on the length of the hull, it is called "hull speed" and can be calculated for a given hull. If the wind is strong enough to drive the boat at hull speed then things are generally under control, if the wind picks up and the power increases then the boat is overstressed because it can't go faster, it just heels over more and can become uncontrollable. I know that some sailboats, especially race boats can plane above hull speed, but it takes a skilled helmsman and experienced crew to handle the situation.

When the wind gets stronger, then the boat needs less sail to drive it and so you need to know how to shorten sail. As a general rule it is best to make the jib smaller as the first step in down sizing. If your boat has a roller furler then it is easy to make the sail smaller by rolling up some of the sail, if you don't have a furler then you need

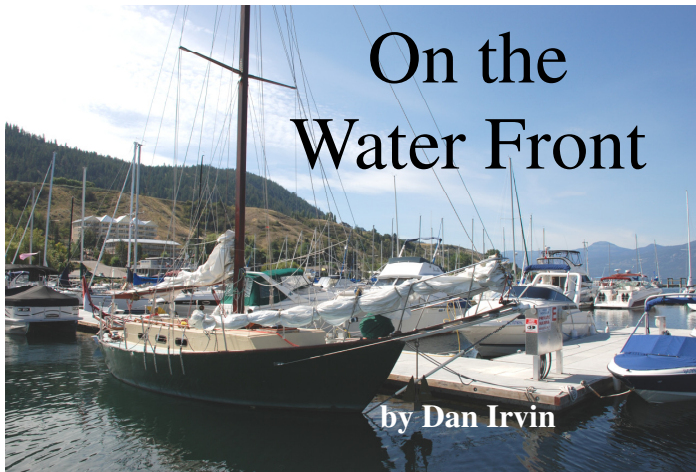
to put up a smaller sail. Next step is to put a reef in the mainsail and this is done by partly lowering the sail and securing the bottom part of the sail to the boom. If it is still too strong use the mainsail only. Do not sail with only a large headsail in heavy weather as the end loading on the mast can cause it to fold in the middle. It has happened!



Heavy weather sailing can be enjoyable but it does put a strain on the boat and the rigging. It is best to be cautious and get used to the feeling of the extra power that strong wind brings. As you gain experience you can drive harder but remember that pushing the boat too hard can cause expensive breakages and endanger your safety. Heeling more than 15 degrees is overpowering most sailboats and generally they are slower, even if it does feel exciting.

Dave Atkins

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On the Water Front

by Dan Irvin

Greetings fellow boaters.

This will be the first of hopefully regular columns on what one could call the most important aspect of VYC infrastructure, the marina. Now before you fall off your barstool please don't think for a minute that I mean to minimize the value of the second most important asset of our club, the bar of course, for this is where the social fabric of the club is knitted. The marina however is where most of us keep our most treasured possession, the floating kind anyway, our boats.

This column, I hope, will inform and involve members in various aspects of our yacht basin and its components. Each year your executive assigns various directors to different aspects of VYC to ensure that someone heads up the maintenance and repair of that part of the club. It has been my pleasure to watch over the marina in recent years and work with the many volunteers that it takes to keep our maintenance costs to a minimum. It doesn't matter whether you are replacing the burnt out light bulbs in the docklights, volunteering for dock security patrols or simply making sure your own slip is maintained, it all helps. The marina even at this time of year is busier than you might think. There are dozens of boats who have elected to "stay in" this winter and more than twenty boats making use of winter power. It is winter power I would like to address in this month's installment.

The apportionment of winter power costs was a matter of some animated discussion last spring due to our inability to meter or measure individual slips. And of course the necessity of making sure that the users of winter power covered the total cost to VYC of providing it. In the interests of overall energy efficiency and an equitable approach to measuring individual slips we have been monitoring with an ammeter the current going to each slip. The object of this exercise is two fold. One being an accurate and fair

billing process this spring and the second equally important one of energy conservation and minimizing the overall environmental footprint of our club.

As an introduction for the less than electrically minded the meter used measures the current by indicating the amps used by any heater, light bulb, battery charger or other electrical device. Amps times volts equals watts. Watts are the units that BC Hydro uses to calculate your/our bill I.e.: kilowatt hours times dollars equals what you pay. Good examples for this topic are the four lighting circuits currently switched on each evening by the photocells on the docks. The reading for each circuit of lights is about one amp. That is pretty efficient considering there are around a dozen lights on each circuit. Therefore each circuit adds up to about the equivalent of one 120 watt bulb. Somewhat related to this are the Christmas lights that some boaters put up. My own display contains 1170 individual lights and draws .34 amps, yup point three. This is the magic of LED lights. Applying the above calculation means that all these lights draw about the same as a 40 watt bulb. The aforementioned "one amp" is worth remembering when we look at your boat and the current draw that is indicated when measured at the circuit breaker. Readings taken so far reveal a wide range of uses from a low of 2.1 amps to a high of 23.2 amps. Yup I said 23.2 amps!. Considering that a 600 watt heater (divided by 120 volts) would give us a reading of five amps then 23.2 amps, or 2784 watts!!!, is an extraordinary amount of power consumption to keep the frost out of a boat. Most of the boats currently plugged in draw 6-8 amps which seems pretty reasonable.

There are several however that are over 10 amps and at least one boat that is plugged into more than one outlet. This article is purposefully not singling out these users but is asking them to address the obvious over consumption. Because we now have the ability to measure individual consumption reducing your usage now will be reflected on the adjustment bill you receive in the spring and contribute to the overall electrical efficiency we should all be striving for. If you would like to observe firsthand the power your boat is consuming before the financial implications take you by surprise I would be happy to meet you on the docks one day.

If you have any other questions about the marina or just want to volunteer for upcoming maintenance tasks, yes even in the winter, my email address is dan@danirvine.ca I look forward to hearing from you.

Dan

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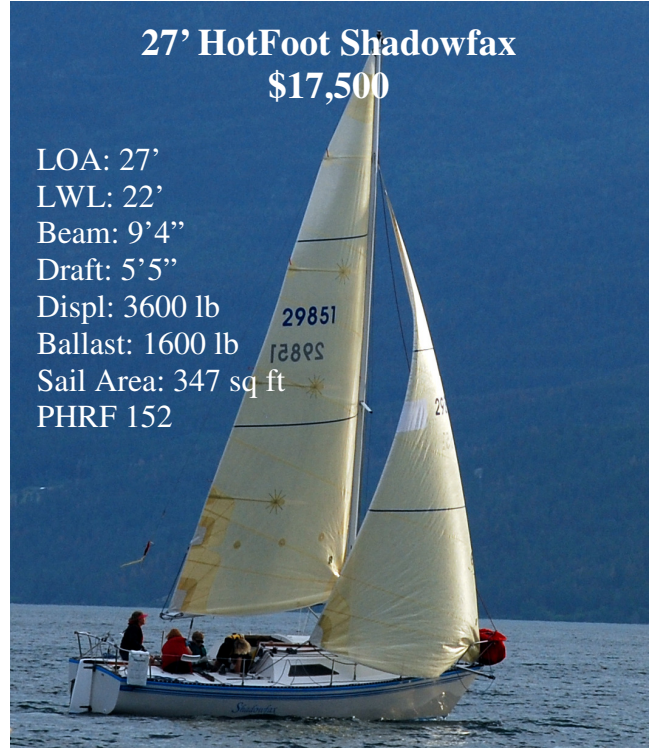
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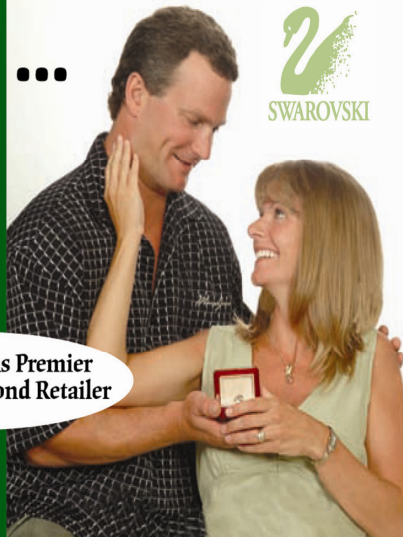


David Simpson
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Coming Events:

- Seamanship - look for course starting late January, 2010
- The Boating Course will commence in March, 2010
- GPS Navigation - Spring
- VHF Radio - Spring

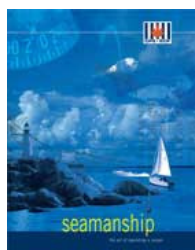
See you in the Spring!

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** www.cpsvernon.ca

Canadian Power & Sail Squadrons 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. Prerequisite: Boating Course or equivalent knowledge.



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 or www.cpsvernon.ca.

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Your best story

I confess - I stole this picture from the internet, can't even remember where. However, the picture asks for a story, doesn't it.

Who can tell us the best story about these two ice fishers.

Send your story to
tiller@vernonyachtclub.com

H.



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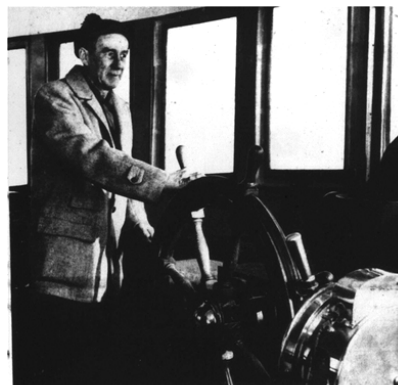
Looking for additional information Regarding C.N & C.P Marine transportation

With my interest in C.N. & C.P. transportation on Okanagan Lake, I assembled a web site showing the timeline of this transportation from start to finish.

There was very little information available on the internet when I did searches. I ended up spending many hours at the Kelowna Library going through the Kelowna Courier microfiche, then making digital copies.

Should anyone have any additional information that I have missed, or relevant pictures, feel free to contact me. Email is on the webpage.

<http://www.okanagan.net/ocarc/page6.htm>



*Jim Spurway,
Kelowna, B.C.*

LAST VOYAGE OF GOOD SHIP CN FERRY

“Lighting Up Okanagan Lake!”

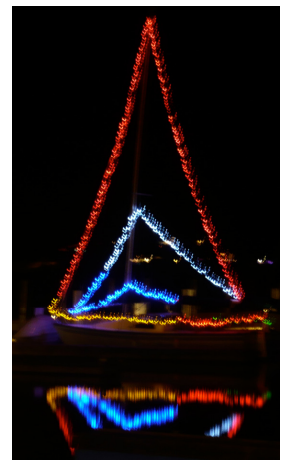


The “light up” of boats during the Christmas holiday season is simply, “awesome”. Just take a drive by the marina, or look out from Kin Beach, and you will see colored lights strung from masts, booms, and hung to create a “magical feel” to Okanagan Lake. Even more breathtaking was the annual “Christmas Sail” with skippers, crew and visitors on their boats, “follow the leader”, along the lakeshore on the cold, dark evenings – December 12th, 14th, and 19th. Bright colored lights danced on the black calm water and, as the boats’ motors purred by

the local lakeshore homes, there was a “community connection” - home lights flashing on and off amid the Christmas boat music, fog horn blasts, and bursting fireworks. For all those who participated in the event – Steve Bertram, Vice Commodore who ad-



vertised the event, and the skippers of the boats that lit up the night and the hearts of those who experienced it (Balderdash, Little Miss Magic, Velocity, Iskebud, ShadowFax, Allegra Ballena, Irish Rose, and Hina) a very warm “thank you” for the experience once more of “Community Christmas Spirit”!



Photos by Kerry Richardson

December 2009, K.



Jay Johnson



Bruce Barnard
Cell: 938-0583

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February 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 <i>Lounge Hours</i> 16:00-20:00	4 <i>Lounge Hours</i> 16:00-20:00	5 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	6 <i>Lounge Hours</i> 13:00-7:00
7 <i>Lounge Hours</i> 13:00-17:00 Super Bowl Party	8 	9	10  <i>Lounge Hours</i> 16:00-20:00 <u>A Family of Six at Sea</u> 7:00PM	11 <i>Lounge Hours</i> 16:00-20:00	12 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	13 <i>Lounge Hours</i> 13:00-17:00
14 <i>Lounge Hours</i> 13:00-17:00	15 VYC Executive meeting 7:00 PM	16	17 <i>Lounge Hours</i> 16:00-20:00	18 <i>Lounge Hours</i> 16:00-20:00	19 <i>Lounge Hours</i> 16:00-22:00 Friday Night Special Dinner	20 <i>Lounge Hours</i> 13:00-17:00
21 <i>Lounge Hours</i> 13:00-17:00	22	23	24 <i>Lounge Hours</i> 16:00-20:00	25 <i>Lounge Hours</i> 16:00-20:00	26 <i>Lounge Hours</i> 16:00-22:00 Friday Night Dinner	27 <i>Lounge Hours</i> 13:00-17:00
28 <i>Lounge Hours</i> 13:00-17:00	<div data-bbox="678 1755 1214 1906" data-label="Text"> <p>Weds 10th March 2010 at 7:00 PM <u>Sailing DVD Evening</u></p> </div>				