

Vernon Yacht Club

Tiller Topics



CRANE DAY IS COMING!!!

April 2015

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Upcoming Events

Spring Clean April 25th
Spring Clean April 25th

Boat Show May 2-3
Boat Show May 2-3

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

tiller@vernonyachtclub.com

VERNON YACHT CLUB 2015 EXECUTIVE

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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. Your cooperation is greatly appreciated.

COMMODORE'S REPORT

Mike Thomas



Welcome to Spring! April dates to remember:

Saturday April 11, Boat Sling Day

Saturday April 18, Spring Fling Party

Sunday April 19, First race of the season

Wednesday April 22, First sanctioned race fo the season

Saturday April 25, VYC Spring Clean Day

Those of you who are returning to Vernon after spending time away to escape our winter will notice a few changes. Namely: the new floors in our games room; office and boardroom; new paint and new moldings in our boardroom; eight new concrete fingers at the end of "C" dock; the excavation for our new swimming pool at the south end of the Clubhouse (not really – there is an excavation but its for the long needed kitchen expansion); and an improved ramp on our lower level to assist those with ambulatory disabilities. Many thanks to Rear Commodore Craig Williams for the significant amount of time he devoted toward the planning and implementation of the aforementioned list of continuing accomplishments which will enhance the operation and member enjoyment of our wonderful Club.

As I mentioned at the beginning of this submission, there are various events scheduled to take place in the month of April. One of which is the first ever April 18th Spring Fling Party which has been suggested and arranged by our Racing Chairman, Ken Hodgson. All club members (Sailors and Power Boaters) are welcome to attend this fun event and we extend our thanks to Ken for implementing what I believe will be an annual introduction to our Spring, Summer and Fall social calendar. Speaking of fun events, our friends at the Summerland Yacht Club are hosting their first in a series of annual Bath Tub Races. This fund raising race will take place on August 22nd which is excellent timing because the lake water will be warm, just in case any of the competitors unexpectedly find themselves going for a swim during the race.

Details of this race are available on their website – including plans for building the bathtub boats.

Finally, it is my pleasure to announce that member Lawrence Johnson has agreed to fill the currently vacant Vice Commodore's chair on the Board of Directors. Many of you know that Lawrence is a long standing and valued contributor and has served our Club in various capacities in the past. Please join our Executive as we welcome Lawrence to our team.

Thanks all for now and please remember to join us for Spring Clean Up Day of April 25th.

Best Regards,

Mike Thomas, Commodore

REAR COMMODORE'S REPORT

Craig Williams



A few important dates to remember:

Saturday April 11th - Crane Day starts at 8:00 am, come grab a coffee and one of Corinne's breakfast sandwiches and check it out;

The sanitary pump-out and fresh water on the docks will both be operational on Sunday April 15th;

Sunday April 19th the Sailing Fleet begins its Spring Series, which then quickly switches to Wednesday's beginning on April 22nd;

Saturday April 25th – Spring Clean-up starts at 8:00 am, all volunteers will be provided lunch please do your part and let's get plenty done;

May 2nd and 3rd is our annual Boat and Sportsman Show, volunteers are always needed and welcome.

If you've recently entered the Clubhouse from the upper front parking lot you should have noticed a large round metal obstruction attached to the front of the building. This shiny new object is an exhaust fan donated (as well as the labour to install it) by Associate Member Gordon Meyer of Sunset West Mechanical Systems. This unit is considerably more powerful unit than the two domestic range hood fans we had been relying upon and the fan motor itself is now outside the building making it oh so much quieter and therefore less annoying for Corinne and her kitchen helpers. So a big thank you to Gordon the next time you see him!!!



Some of you may recall hearing, or perhaps you were even there, about an incident at last year's Pig Roast that had a very negative impact on the rotisserie hood for the BBQ. Well thanks to Member John Halper (SV Together) the hood has been rebuilt so it will be ready for this year's Pig Roast. Many thanks to John as well!!!

If you haven't already heard, installation of the 8 new concrete fingers on C dock was completed March 16th so take a wander and go have a look and let us know what you think. Our maintenance man Ken Smith has offered up a brilliant suggestion to take the two best of the wooded fingers that were removed and adapt them to add slips on the dingy dock, which we hope to do yet this spring.



Continued from page 4...



Construction of the addition to accommodate a larger kitchen is well underway, which we still hope to have substantially complete by this year's Boat Show on May 2nd and 3rd.

Lastly, I would also like to extend a big thank you to our new Director at Large Dan Leboe (SV Imladris) for picking up the self contained deep fryer unit purchased out of Quesnel when he was up there recently visiting family. This used unit is fully self contained with its own filtration and fire suppression systems and was purchased 50/50 between the Club and the Captains Care Club. The built in filtration system in this unit will eliminate the odors presently experienced when the existing deep fryers we have are in use. We expect to have this unit up and running before the kitchen expansion is complete.



Craig Williams

_/\)

ASSISTANT MEMBERSHIP DIRECTOR

Ron McLean



We continue to welcome NEW regular and associate members: VYC is maintaining an active quest for new memberships. Since our last Tiller Topics which acknowledged 12 new members we again welcome 3 new regular members and 1 associate member with more applications pending. This year to date VYC now has 15 new members. Vernon Yacht Club membership - A great way to spend summer at and around Lake Okanagan!

***Ron McLean
Director***



STAFF CAPTAIN'S REPORT



Karol King

Why volunteerism is good for you.

If you really want to feel like you belong to an organization, gift it with your time and effort.

We are at the beginning of the 2015 boating season, as the weather gets better we will all feel the urge to come to the water, spend time on our boats and spend time with other boaters at our Club. I encourage you to also consider taking some of that time to volunteer at the Club. There are many ways you can do this – we have inside tasks, outside tasks, day time tasks, night time tasks.... We encourage, respect and honour any time you could give the Club.

It sounds trite, but it is true, that when you volunteer, you will get back more than you give. You will find that you will gain a sense of ownership in the club, inclusion in the boating community; you will feel (and be) appreciated.

Volunteering: The Happiness Effect...

Helping others kindles happiness, as many studies have demonstrated. When researchers at the London School of Economics examined the relationship between volunteering and measures of happiness in a large group of American adults, they found the more people volunteered, the happier they were, according to a study in Social Science and Medicine. Compared with people who never volunteered, the odds of being "very happy" rose 7% among those who volunteer monthly and 12% for people who volunteer every two to four weeks.

<http://www.health.harvard.edu/special-health-reports/simple-changes-big-rewards-a-practical-easy-guide-for-healthy-happy-living>

Consider these Upcoming Opportunities...

Spring Cleanup April 25

Boat Show May 2/3

Mothers Day

Friday night dinners

Club Security

Event nights - Spring Fling, Club Invasion, Pig Roast, Commodores Ball

Ladies Nights:

We host a Ladies Night once a month at the Club. These events are held on the 3rd Thursday of each month from 6pm to 9pm. It is a simple mix of ladies, food, wine, music and shopping. I encourage members to come and bring their girl friends. It is a lovely way to show off our Club and to have an enjoyable evening together. Next Ladies night is Thursday April 16.

We are always looking for new and interesting Vendors to join us. If you know of any small local businesses or crafters who would be interested in coming to the Club to display and show their wears have them reach out to Debbra Butler (entertainment@vernonyachtclub.com) or Karol King (staff-captain@vernonyachtclub.com)



2015 Boat and Sportsman Show:



The Boat Show Committee and the two co-chairs have been hard at work for some time now planning and organizing the 2015 event. The call for volunteers for the upcoming Boat Show will be going out soon. We had 65 volunteers for last year's event and will probably need a similar number this time around. Jobs include, setup on Friday Night, Gate/Security/Greeters, Food and beverage handlers, cashiers, drivers, people to give boat rides, people to work with membership director to talk about the club and give tours and cleanup people on Sunday. There will be shifts for each job and we will ask for 2-4 hours of time from each volunteer.

If you would like more information on being part of the event by volunteering contact Karol King at (staff-captain@vernonyachtclub.com)

If you would like more information on being a Vendor at the event, see the details on the Club web page <http://vernonyachtclub.com/boating/annual-boat-show/> or contact Rob Mathews at (boatshow@vernonyachtclub.com)

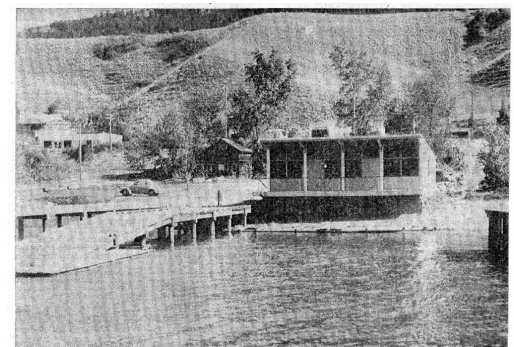
Our Club

The Vernon Yacht Club is your club, you have joined and it is there for you. What would you like it to be? What would you like to do there?

Right now we do a variety of social things... but we can do more, all it takes is getting the ideas and making it happen. So if you have had thoughts that you wish the Club would provide this or do that, then let us know. Any input is welcome. Do you want more events? Different events? Different foods? Different beverages? More of something? Less of something? New things? Revise old traditions?

Let us know how we are doing. We welcome your ideas. You can reach out to the executives or even write a letter to Tiller Topics.

Submission by Karol King



(Above: Vernon Yacht Club, May 1959)

Standards for securing boats at the Vernon Yacht Club Moorage Basin

The mooring standards as presented below are designed to prevent damage to your boat, damage to the VYC docks, and other boats.

You are asked to use appropriately sized mooring lines with snubbers of rubber or spring steel on lines of less than 10 feet in length. A properly secured boat will be held by a minimum of four lines. Attach lines correctly to cleats and keep snug so lines do not droop into the water. Use fenders to prevent contact of your boat with the dock or with other boats.

Terminology

Bow - the forward part of a boat.

Bow line - a docking line leading from the bow.

Chafing Gear - Tubing or leather wrapping used to protect a line from chafing on a rough surface.

Cleat - the metal fixture on the dock (or on your boat) used to attach lines to securely moor your boat.

Fender - A cushion, placed between boats, or between a boat and a dock, to prevent damage.

Line - the nautical term for ropes used in sailing and in securing your boat to a dock

Pile - A wood, metal or concrete pole driven into the ground.

Spring line - A line used in mooring to prevent the boat from moving forward or astern while made fast to a dock.

Snubber (rubber or spring steel) - a device attached to a mooring line to reduce shock to the boat and the dock.

Stern - the after or back part of a boat.

Stern line - a docking line leading from the stern.

Lines - can generally be categorized as follows:

Laid Nylon - a twisted line of nylon fibers may be used as a mooring line.

Single Braided or Double Braided Nylon (a braided core covered with a braided jacket) - are the best lines for moorage as they have good abrasion resistance and resistance to rot.

Polypropylene - (the common yellow rope) must not be used as a mooring line.

Size of Line recommended for Size of Boat

Boats to 20 feet	3/8 inch diameter line
Boats 20 to 35 feet	1/2 inch diameter line
Boats 35 to 45 feet	5/8 inch diameter line

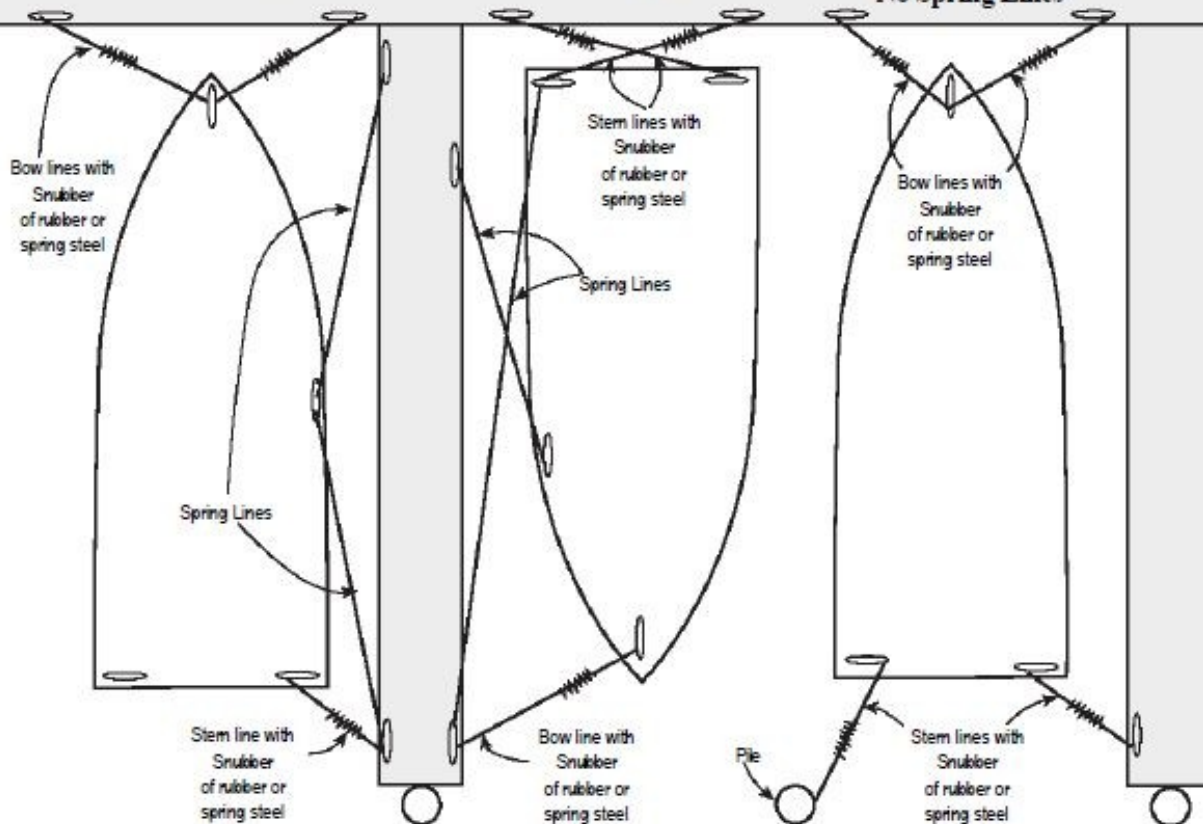
Attaching a line to a Cleat



Bow In with Spring Lines

Stern In with Spring Lines

Square Tie No Spring Lines



Contributed as a selfless act of public service by Tim Amy. ..

This article which I have had for years is worth bringing back for the VYC members to enjoy. This is a true story as penned by Past Commodore Tim Amy. I hope you enjoy it.

~Submitted by Bob McElroy

"The Curse of the Crippled Crow"

"Round about the cauldron go, in the poisoned entrails throw, eye of newt and toe of frog,—like a hell broth boil and bubble—"

Don't mess with Lawrence MacAulay, Norm Enns and Jim Wilkins. They are steeped in the "old ways".

Sailing is fraught with many hazards: fickle winds, electrolysis, corrosion, lightning, warp wrapped propellers, water spouts, tugs with long unlit tows, fog, dead heads, being constantly chased by beautiful women and running out of Ovaltine to name but a few.

To this list can now be added The Curse of the Crippled Crow!

For some time many have quietly wondered about the ability of messers, MacAulay, Enns and Wilkins on Velocity to sail directly upwind and to come from three miles behind to on mile ahead, with no wind. Weeks of dangerous undercover investigation have revealed the answer; black magic! In these three apparently mild and unassuming characters are combined the centuries old knowledge of at least three ancient cultures. Yes dear reader, the Celtic and Germanic tribes once had culture.

The MacAulays of ancient Lewis and Dubartonshire, while of separate Norse and Irish ancestry, were well known and respected as Scots practitioners of the occult as far back as 600 BC when King Olaf the Black retained them for their uncanny ability to create, interpret and improve his visions.

It is less well known that the Enns of the early Germanic tribes were frequently called upon by the Romans for their ability to make something out of nothing and to conjure good fortune in battle. An even less well known fact, of particular relevance here and only recently discovered through skillful questioning, is that Mr. Enns spent his formative years immersed in the 1st Nations culture of Westbank BC and it was there that he was to first encounter the Curse of The Crippled Crow

The Welsh Wilkins of Abergavenny (for those of you who are uncertain that's east of Brynmawr and south of Pandy, county of Gwent) are of Celtic origin and were well known in Druid circles where, during the early 2nd century BC, they frequently led cauldron brew workshops.

And so to the present day, specifically May 19, 2002, the Kelowna Blossom Regatta, where modern technology proved to be no match for the "old ways". As always, the facts only will be presented here, whilst you, dear reader, will draw your own conclusions. Mark this story well however lest a similar fate befall you.

The scene, day two of the Blossom Regatta, Kelowna, Okanagan Lake BC, with several boats from Kelowna, Summerland and Vernon participating. Winds light from the north. Messers MacAulay and Enns on Velocity start with their fleet and five minutes later Hina, manned by—well it doesn't really matter who, starts in White sail fleet on the same course.

Half an hour later, Hina, drifting the downwind leg, encounters Velocity sailing upwind and through some misfortune now twenty minutes behind. While these two boats are in different fleets and not competing against each other, an unidentified crew member on Hina gleefully points out to messers MacAulay and Enns that they had started five minutes ahead of but were now twenty minutes behind Hina.

This news is received with little or no celebration on Velocity and as the vessels pass, Dr MacAulay quietly announces, "The Curse of The Cripple Crow is upon you." Born in Billericay and raised in the Cotswolds, hotbeds of Morris dancing the Druidism, the skipper on Hina instinctively senses trouble and makes conciliatory comment about the very excellent paint job on Velocity, but this is derided by Dr. MacAulay.

Another half hour and Hina is sailing upwind at two knots, dueling with a Capri 25 for 2nd place. At 500 yards from the finish line Velocity suddenly materialized behind Hina, sailing the same upwind course and gaining. Now this is where it gets tricky.

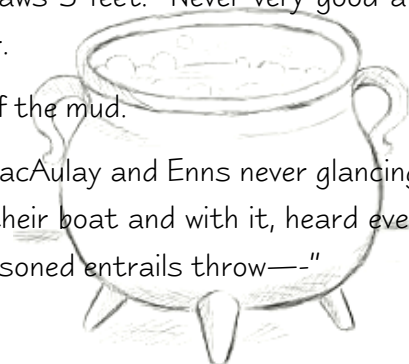
Hina passes the Capri 25 and has 2nd place in the bag when, at 200 yards from the finish and 800 yards offshore, the wind mysteriously shifts 90*, necessitating two tacks to reach the finish line. On the first tack, Hina sails directly towards the shore, depth sounder showing 200 feet. Velocity follows about and behind. At 500 yards off the beach Hina tacks for the line and Velocity does likewise and is now directly ahead. Hina settles onto the new course for a few seconds, then gracefully, slowly and as if possessed of a will of her own, rotates away from the wind and the finish line. Headsail is released but still she slowly turns downwind.

There is no helm. No boat speed either. Depth sounder shows 4 feet. Hina draws 5 feet. Never very good at math, the skipper wrestles with these numbers and slowly puts the clues together.

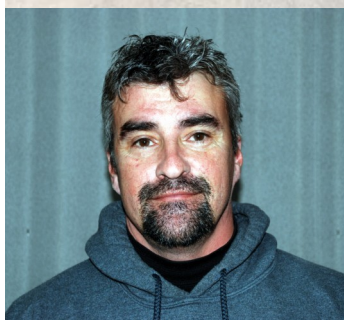
It later required several attempts by a 400 hp powerboat to pull Hina's keel out of the mud.

Meanwhile Velocity continues on her course upwind, the dark figures of messers MacAulay and Enns never glancing back, huddled over something in the cockpit, a faint yellowish haze drifting from their boat and with it, heard ever so faintly, their voices chanting in unison, "Round about the cauldron go, in the poisoned entrails throw--"

Proof positive dear reader, proof positive.



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Then you need one of these!

The Maritime Radio Course

The course leads to the VHF Marine Radio operators certification, the ROC(M), which is legally required to operate a VHF Radio on the water. The course will be presented on Tuesday evening and a full-day Saturday session. Join us April 21 (evening) and April 25 (full day), at the Vernon Yacht Club. Register on-line www.boatingcourses.ca/cities/Vernon, or call Simo at (250) 542-5525.

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Bring the Kids!

Elsa, Anna and Olaf are coming to visit at the VYC Boatshow, Sunday, May 3rd!

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No offence intended!



We are about to enter the BBQ season. Therefore it is important to refresh your memory on the etiquette of this sublime outdoor cooking activity. When a man volunteers to do the BBQ the following chain of events are put into motion:

Routine...

- (1) The woman buys the food.
- (2) The woman makes the salad, prepares the vegetables, and makes dessert .
- (3) The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils and sauces, and takes it to the man who is lounging beside the grill - beer in hand.
- (4) The woman remains outside the compulsory nine feet exclusion zone where the exuberance of testosterone and other manly bonding activities can take place without the interference of the woman.

Here comes the important part:

- (5) THE MAN PLACES THE MEAT ON THE GRILL.

More routine...

- (6) The woman goes inside to organize the plates and cutlery.
- (7) The woman comes out to tell the man that the meat is looking great. He thanks her and asks if she will bring another beer while he flips the meat

Important again:

- (8) THE MAN TAKES THE MEAT OFF THE GRILL AND HANDS IT TO THE WOMAN.

More routine...

- (9) The woman prepares the plates, salad, bread, utensils, napkins, sauces, and brings them to the table.
- (10) After eating, the woman clears the table and does the dishes.

And most important of all:

- (11) Everyone PRAISES the MAN and THANKS HIM for his cooking efforts.
- (12) The man asks the woman how she enjoyed "her night off", and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women .

A big thanks to member Gordon Meyer of Sunset Systems for donating the new kitchen exhaust fan and the labour to install it. The new fan will reduce the noise level in the kitchen for Corinne and her helpers as well as reduce odours in the Clubhouse.



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Most avionics are all new in the 2 last years. VHF radio, Standard Horizon GPS, Wind, depth, and speed. CD player and inverter were also installed in 2010. All lights were replaced with efficient LED ones and most of the boat was rewired also. There are 2 new batteries installed in 2010.

Sails, new Main in 2010 and furling genoa May 2012, 1 Spinnakers , 150, 110, and a storm sail.

Rigging, the Mast was removed and refurbished in 2010, new boom 2010, new rodkicker 2010, new Harkin furler 2010.

Brand new epoxy bottom 2013, new Anti fowling paint 2013, new hull paint 2013, new deck paint 2013.

Contact: Doug Flemming - 250-308-9016

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Contacts Glenn Hermanson at
ph 250-558-2991, Email ggherm@shaw.ca

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NOTICE

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Thank you.



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***A Message from
Your Office Manager
Marnie...***



- ⇒ 2015 Membership Cards now available to pick-up at the office or Gang Plank during regular hours.
- ⇒ House Account dollars are accessible. Come to the Gang Plank and enjoy good food, good times and good company!
- ⇒ Do you get the weekly Gang Plank emails? If not, contact the office to update your email address.
Email – office@vernonyachtclub.com
- ⇒ Boat Insurance renewals – It's important to send a copy to the office.
- ⇒ Office Hours Monday, Tuesday and Thursday 8.30 – 2.30 Closed most Statutory Holidays.

Spring is here and summer coming. I look forward to seeing everyone. Drop in and say hello!

Thanks, Marnie



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Now thats a thinker!

Answers Below...

- 1) Paul's Height is six feet, he's an assistant at a butcher's shop, and wears size 9 shoes. What does he weigh?
- 2) Which creature begins on four legs, then on two legs and lastly on three legs?
- 3) There was a green house. Inside the green house there was a white house. Inside the white house there was a red house. Inside the red house there were lots of babies. What is it?
- 4) What kind of room has no doors or windows?
- 5) What kind of tree can you carry in your hand?
- 6) If you have me, you want to share me. If you share me, you havent' got me. What am I?
- 7) What gets broken without being held?
- 8) Feed me and I live, yet give me a drink and I die. What am I?
- 9) A man was pushing his car along the road when he comes to a hotel. He shouts "I'm bankrupt!" Why?

“Make sure you visualize what you really want. Not what someone else wants for you.”

Jerry Gillies, Author



1) Meat

2) Man. He crawls on all fours as a baby, then walks on two feet as an adult then walks with a cane as an elderly

3) Watermelon

4) A Mushroom

5) A Palm

6) A Secret

7) A Promise

8) Fire

9) He was playing Monopoly

Ken's Spring Fling



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<i>Friday: Steak or Salmon Night</i>	<i>6:00 - 9:00</i>
<i>Saturday: Soup & Bun/Sandwich</i>	<i>12:00 - 3:00</i>
<i>Sunday: Brunch</i>	<i>10:00 - 1:00</i>

MENU Prices

<i>BBQ Burger, fries & salad Wednesday:</i>	<i>\$ 7.50</i>
<i>Chicken wings - Wednesday:</i>	<i>\$ 5.00 for 10 wings</i>
<i>Taco Nights</i>	<i>\$2.00 or 3 for \$5.00</i>
<i>Sandwich Saturday:</i>	<i>\$ 5.50</i>
<i>Soup & Bun Saturday:</i>	<i>\$ 4.50</i>
<i>Soup & Sandwich Saturday:</i>	<i>\$ 7.95</i>
<i>Steak or Salmon Friday:</i>	<i>\$ 16.50</i>
<i>Sunday Brunch</i>	<i>\$ 12.50</i>

(Take out Soup and/or Sandwich available on Saturday)

GST included



Maintenance Tips

By Chris Grotterod

Well crane day is less than months away, mark your calendar for Saturday April 11th. If you haven't started your "Too Do" list of preseason maintenance it might be time to find your list and at least start thinking about some of the jobs.

Other important dates to remember are April 18th for the SPRING FLING at the VYC with ticket available for \$20 per person. This will be followed up the next day, Saturday the 19th with our first race of the season. Then the VYC Sailing Regatta will be held from May 29th to the 31st. We look forward to seeing all sailors out this year to make it a great success. Anyone interested in helping out or racing in the Regatta please contact Dave Horsham @ 250-542-5632.

Now back to our "Too Do" list...If you are like me I thought my list of "Too Does" was complete until I started surfing the internet to see what others say is on their list of preseason maintenance.

One item that is very important pieces of equipment on a sail boat are our winches....and they were not on my maintenance list of Too Does. After a couple hours surfing the net I was able to find the manufactures service manuals and suggested maintenance for each of the three types I have on the Santana. I also found some good general servicing suggestions on various web sites for general winch maintenance.

Here is one of the general winch maintenance information I found on the Sailing Magazine web site.

"Before you begin you are going to need a few things, so be prepared. By the time you're into it you will be too messy to hop into your white SUV and chase parts down. Other than winch grease, the only spare parts that are recommended to have on hand would be a pawl and spring kit. The pawl is the heart and soul of any winch. It is what makes the clicking sound you hear as the drum spins and prevents the drum from spinning backward. The springs live in the pawl and are very light and you need to be careful with them. They usually try to escape to a better life by flying away the second you are not paying attention. If you find the winch is going to need anything more than pawls and springs, such as a gear where the teeth are badly worn, it will most likely require a special order. So don't plan on servicing your winches the day before you set out on a big cruise because you never know what you'll find.

The other supplies you will need to service your winch should be able to be found around town. A box of shop paper towels, which looks like Paul Bunyan's tissue box, is great to have but a few rolls of regular paper towels will work too. The other key supply is some way to cut the grease. Mineral spirits works well but it can be a little harsh. A better alternative is a gallon jug of citrus degreaser that has almost no fumes and can be used indoors without anyone passing out. Some people like to have a box of disposable gloves because without a doubt you will have grease up to your wrists. The gloves are nice to help contain the black hand prints to just one area of the boat with the ability to whip them off before you touch anything else. The final item you will need to have at the ready is a bucket or tub where you can wash the parts in solution. It works well to have at least two tubs so one can be use with cleaning solution while the other is used to carry the parts back and forth to the boat. Have your supplies ready to go before you crack open a winch.

Opening up the winch differs only slightly from manufacturer to manufacturer with the keystone being the handle socket that holds it all together. On Harken winches there is a slotted screw in the bottom of the handle socket, yet the old Barlows have a Cir-clip around the handle socket. Holmatro winches come with a key. On most Lewmar winches there is a slight indent on the top piece that accommodates a screwdriver used as a push tool to unscrew the whole works. Once that key top piece is loosened on the winch, the drum can be lifted, exposing the winch's mysterious insides.

With the drum removed you will be looking at the main housing that will have roller bearing cages around the main stem. The roller bearings simply pull straight off the top and into your waiting parts tub. At the base of the housing you should see socket head screws, which in most cases are metric, that need to be removed in order to lift the housing straight off. It is rare that anything goes wrong with the housing, but since it is removed anyway it doesn't hurt to give it a quick inspection. With the main housing removed you will be looking at a confusing array of gears and ratchets.

For the first-timer, working on a winch is a little like Indiana Jones discovering a new cave; the deeper he explores the more dangerous the situation becomes, but at some point he is going to need to figure out how to get back out. You too will also need to figure out how you are going to get out of the winch cave before you start putting the gears into the cleaning tub. Some people like to lay each piece out in a specific order therefore being able to put it back in reverse order. But in reality that is not a realistic approach because it doesn't take much to upset the order they go back. The best advice is to go to the winch manufacturer's website and download the parts blow-up then print it out so you have it ready to look at if things don't work out.

Another trick is to snap a couple cell-phone photos of the gear orientation. Unfortunately, with greasy hands a camera photo is not ideal to follow for reassembly, but it makes for a good insurance policy should you get into a real pickle.

Always remember, on most boats there is an identical winch on the other side that you can sneak a peek at if needed. The best rule of thumb for reassembly is if you have to force it together, even the slightest little bit, it is in the wrong orientation. Just take your time and think through the reassembly. It should not be as tough as it looks.

At this point all the gears are sitting in a neat little cluster and will simply lift straight out without having to loosen or unscrew anything. Pull everything out and place them in your tub for cleaning. As you are pulling the gears out you will come across the ratchet that houses the pawls. It is essential to inspect them to make sure they are not sticking, and if they are clean them up with a little scouring pad. If they are questionable you should simply replace them rather than chance a failure.

It is best if you can do your gear cleaning off the boat as it will get messy. Fill one of the tubs with degreaser and let the gears soak for a bit. If it has been many years since the winches were serviced and things are really crudded up, the gears may need to soak overnight. The next step is to take a stiff brush and clean out every little corner of the part followed with a quick rinse in water. The rinse is needed to remove the degreaser so it won't dissolve the new grease.

Now it is time to reassemble the winch. There is no good way to memorize how the winch goes back together as each winch, even within the same manufacturer, is completely different. The best way to approach it is to think of it as a three dimensional puzzle and just think through it logically. Sometime the washers can trip people up, but just look for little clues such as wearing on one side or how big the hole is compared to the pin that is going through it. As it was mentioned before, it will only go together one way and if anything needs to be forced together you better have a second look at it.

Again, it doesn't hurt to have a print out of the winch schematic just in case things don't go well.

Finally, before the main housing goes back in place, give all the gears and pins a light coating of grease. Most bearings are stainless steel and should receive a light coating of grease. If the bearings are plastic, as you'll find in some winches, do not grease them, as it will interfere with the winch's function. There is no need to put the grease on extra thick, and excess may melt out in the hot summer sun across your deck. Make sure you avoid putting grease in the pawls as grease is a little too sticky and will prevent them from clicking. Only oil is required on the pawls. Motor or gear oil works great. A three-and-one oil is probably too light.

There are a lot of neglected winches out there on the water and it is amazing that they still work. But like anything on a sailboat, preventive maintenance goes a long way. Winch service is an ugly job, so just bite the bullet and take care of it."

Hope this information is helpful and now I'm off to tackle my winch maintenance...

Cheers,

Chris Grotterod

SENIORS & COMPUTERS



As we Silver Surfers know, sometimes we have trouble with our computers.

Yesterday, I had a problem, so I called Georgie, the 11 year old next door, whose bedroom looks like Mission Control, and asked him to come over.

Georgie clicked a couple of buttons and solved the problem.

As he was walking away, I called after him, 'So, what was wrong?'

He replied, 'It was an ID ten T error.'

I didn't want to appear stupid, but nonetheless inquired, 'An, ID ten T error? What's that? In case I need to fix it again.'

Georgie grinned .. 'Haven't you ever heard of an ID ten T error before?'

'No,' I replied.

'Write it down,' he said, 'and I think you'll figure it out.'

So I wrote down:

IDIOT

I used to like Georgie .

VYC Mission Statement

"The purposes of the Society are to promote the enhancement of boating as a recreational and pleasurable pastime, to encourage inter-club and intercommunity nautical activities and to provide facilities for any of the foregoing."

Taken from the current Bylaws



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Minutes Summary

By Pamela Miller

Laser Sail Boat donation ~ Dan Irvine donated a Laser Sail Boat to VYC and Dennis Dourocher donated \$2000 in parts and labor to refurbish the boat to working condition. The executive is very appreciative of their generosity. The club will cover insurance, a legal waiver and a policy for use to make the boat ready for members.

Sailing Crew Access to Docks ~ Sailboat skippers are responsible for giving their crew access to the docks. Associate Members have access to the clubhouse and Full Members have mooring privileges and access to both the clubhouse and docks.

Concrete Dock Fingers on "C" Dock ~ There are 8 new concrete dock fingers installed on "C" Dock replacing the old wooden ones. The concrete docks at VYC cost a bit more to boat owners and members have the option to arrange a slip on the older docks if this is a concern.

Spring Cleanup ~ April 25th is our annual Spring Clean Event. Contact the

Club for more information on volunteering for the event.

Crane Day ~ April 11th is Crane Day! There will be food available from 8:30 to 12 Noon and the Club is open to anyone who would like to come and watch whether they have a boat that needs moving or not.

Second Vehicle Access Lane ~ VYC is looking into the possibility of a second delivery access on the south side of the club while the water lines are shut off during our other renovations.

Chris Grotterod's PR update ~ Chris was a guest for the VYC board meeting and he has been very busy promoting our 2015 Boat and Sportsman's Show May 2nd & 3rd. Rob Mathews is the lead organizer again this year and Chris is in touch with local and regional newspapers, radio broadcasters and SunCruiser Magazine and has posters and print material.

Welcome to our New Members ~ Please extend warm welcomes to: Kathleen Stefanuk and Thomas Fitz-

gerald; Cindy Lalonde and Wayne Tardier; Suzanne and Shane Shiner; and Mark Lindstrom!

Thursday Nights + Ladies Night ~ We are having more Ladies' Nights March 19th and April 16th! The events are a hit, the food options continue to improve and the current fee to attend is \$20 including a glass of wine. On all other Thursdays, from 5-7pm the Club serves \$2 tacos (or three tacos for \$5) and Beer or Wine for \$4!

POS System ~ Our new director, Dan Leboe, is doing some research on a new Point of Sale System for the Club. The "VEND" system is a cloud based service that is being considered and there will be meetings between several board members and our staff to see if it is a good fit for us while looking into what other options are available.

~ *Spring is here, the boats are almost in the water and the first Sail Races are starting on Sunday April 19th! The wait is over! Pamela*

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GangPlank Gossip

Jay and Corrine



The kitchen reno is moving ahead nicely thanks to club members Craig Williams, Gord Meyer and Dan Irvine up to their elbows with Pete Pasechnik's framing crew. Craig promises Corinne she won't be kicking sawdust during the Boat and Leisure show. A word of advice Craig, an angry Cookie is to be avoided!

In the meantime, our new commercial fryer is up and running providing a variety of appies and meals like Fish and Chips or Kentucky style Fried Chicken, fries and gravy. The beauty of this system is a meal can be had anytime outside of our signature Friday SoS and Wednesday BBQ Burger Buffets. Even Vic cracked a smile upon hearing wings being available anytime during Gangplank hours. We also offer eat in/take out pizza. Place a call to the bar before you leave home and a piping hot pizza can be picked up in

25 minutes to take on your boat.

Upcoming events are Crane Day April 11. Corinne will have her tasty breakfast sandwiches and coffee available from 8:30 AM.

April 18, Ken Hodgson is putting together a Spring Fling to kick off the boating season. A light dinner and DJ dancing for \$20, tix at Gangplank.

April 28 Tuesday opening and Summer hours (4-10) commence. Wed 29, is the first sail race night coinciding with BBQ Burger Night.

All this leads up to our showcase Boat and Leisure Show May 2+3 that Rob Mathews is diligently organizing with Karol King. Many hands make light work so please sign up to help for a few hours.

This month's Tiller Topic Troopers are Warren and Sandi Melnick for

donating a big screen TV and also Betty Day. Betty has been instructing Bridge Saturday mornings attended by about a dozen members. Her efforts are greatly appreciated and a fantastic example of how a member came up with an activity to expand the Club's sociability during the "drab" months.

Come on down to the Gangplank and check out the improvements...

Cheers, Corinne and Jay



Women's tank top: \$12

Mens T-shirt: \$20



Lanyard: \$3

Baseball Cap: \$16





April 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Lounge Hrs. 4:00—8:00PM Wing Wednesday!	2 Lounge Hrs. 4:00—8:00PM	3 Lounge Hrs. 4:00—10:00PM SoS BBQ!	4 Lounge Hrs. 12:00—8:00PM Lunch 12—3:00PM
5 Lounge Hrs. 10:00—6:00PM Easter Sunday Brunch 10-1:00	6	7	8 Lounge Hrs. 4:00—8:00PM Wing Wednesday!	9 Lounge Hrs. 4:00—8:00PM	10 Lounge Hrs. 4:00—10:00PM SoS BBQ!	11 Lounge Hrs. 12:00—8:00PM Lunch 12—3:00PM Crane Day!
12 Lounge Hrs. 10:00—6:00PM Brunch 10-1:00	13	14	15 Lounge Hrs. 4:00—8:00PM Wing Wednesday!	16 Lounge Hrs. 4:00—8:00PM	17 Lounge Hrs. 4:00—10:00PM SoS BBQ!	18 Lounge Hrs. 12:00— 8:00PM Lunch 12—3:00PM Ken's Spring Fling!
19 Lounge Hrs. 10:00—6:00PM Brunch 10-1:00 Sail Racing Begins!	20	21	22 Lounge Hrs. 4:00—8:00PM Wing Wednesday!	23 Lounge Hrs. 4:00—8:00PM	24 Lounge Hrs. 4:00—10:00PM SoS BBQ!	25 Lounge Hrs. 12:00— 8:00PM Lunch 12—3:00PM Spring Clean Up!
26 Lounge Hrs. 10:00—6:00PM Brunch 10-1:00	27	28	29 Lounge Hrs. 4:00—8:00PM Burger Night! Spring Racing Series Begins!	30 Lounge Hrs. 4:00—8:00PM		

"The only limits in our lives are those we impose upon ourselves."

Bob Proctor, Author and Speaker