



Vernon Yacht Club

# TILLER TOPICS

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

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**Summer at VYC** Party on the dock. Terry and Kelly Moorhouse, family and friends.  
(Photos by Hanny Kooyman)

## August 2010 Features

- Executive Reports Page 3-5
- Minutes Summary; Heavenly Cruising Page 6
- Webmaster's Notes; Sailing Results Page 7
- Safe Heaven; Summer at VYC Page 8
- Messing About in Boats Page 9
- Members' Classified Ads Page 10
- Members' Classified Ads; Warf Rat Page 11
- Mooring Buoys; Reminder Page 12
- On the Water Front; Sailing Fleet Page 13
- Valley Girls Diary Page 14
- Diary cont. ; Good Neighbors Page 15
- From a Newcomer's Point of View Page 16
- Power and Sail Squadron Page 17
- Vic-Maui Page 18
- OK Yacht Club's Events Page 19
- June 2010 VYC Calendar Page 20



**Summer at VYC** Mike Jr. and Catherine Thomas enjoying Sugar Mountain.

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](mailto: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
Lawrence Johnson(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:** Tuesday and Thursday from 8:30 am until 2:00 pm.  
 Occasional changes to these hours will be posted on the office door.

**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.

\* **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  
 Terry Rudersdorfer - Website  
 Allen Dubeski - Advertisement

### Regular Contributors:

Kerry Richardson -Book Corner;  
 Bouquet of Roses;  
 News Reporter.  
 Doug Stewart -CPS News  
 Ron Heuman -Security Team  
 Carol Craske -Valley Girls; Rac-  
 ing; Sailing Lessons  
 Dave Atkins -Messing about in  
 Boats  
 Dave Horsham -Sailing Fleet  
 Dan Irvine -On the Water Front  
 Patricia -Newcomer's Point  
 Rudersdorfer of View

**Executive members** and  
 many occasional writers and  
 photographers.



# Commodore's Report

Tim Amy



## A short list of what has been going on around Vernon Yacht Club during July.

Dinghy dock removed, (once was lost but now is found)

Planning for new carpet.

Directors attending Westbank and Summerland Commodores Ball.

20+ keel boats participate in Wednesday evening races.

Women's keel boat racing Tuesday evenings.

Commodore attending North Okanagan Regional District survey of boating needs.

Friday evening dinners and preparation for them.

Installation of built in vacuum for club house.

Improving the wireless internet coverage to the docks (to access this service contact Rachael at the office).

Updating Club website.

All night security patrols by dedicated volunteer members.

More mooring buoys put back in service.

Sailing fleet members attend the 20 mile Giants Head Race at Summerland Yacht Club.

Members attend Westbank Invasion by boat.

Milfoil cutting and removal from moorage.

Reciprocal moorage arranged with North Sidney Saanich Yacht Club north of Victoria and Canadian Forces Sailing Association, Esquimalt Squadron.

Grants (Whiskey) Island gulls return to the breakwater. Jade swallows nesting on A dock have fledged and flown.

Canadian Power and Sail Squadron social and boating classes.

Club lounge rented for 2 events.

Club's long term loan reduced by \$23,000 in July, and reduced by \$172,000 since November 2009

Since November 2009 more "young" people (under 50 years) and more adult children of members are joining. Between December 1, 2009 and July 31, 2010, 36 new members have joined. People are joining in spite of a predicted 2 year wait list for moorage, just as they join other yacht clubs with 3-5 year wait lists. The wait is worth it and the wait lists will only get longer as years go by.

Members, especially new members, have been stepping forward to volunteer for a variety of career enhancing opportunities with VYC. Currently we have an opening for two members to work with Director Dean Myrfield on maintaining the Club's flags and dock banners for next 12 months.

Very simple and very rewarding to see the results of your efforts livening up the Club property. Contact Dean at 250-558-3636. This may be of particular interest to sailors who will soon be able to access a Club weather station and a camera viewing flags and banners responding to real time wind conditions over the moorage.

If you have any ideas for improving your Club, contact any member of the executive or Rachael at the office.

*Tim*

## Vice Commodore's Report

Steve Bertram



Have you seen VYC on Facebook already? Check it out.



Gone fishing!

## Rear Commodore's Report

Lawrence Johnson



**This** past month has been another eventful month with continuing work being done at the club. We have installed a built-in vac system, installed vinyl decking on the

rear entry ramp, done repairs and maintenance on the docks and fingers and continued with the planning for the lounge reno's. Our club invasion is coming up fast and I hope to see you all there.

*Lawrence Johnson*

# Fleet Captain's Report

## Bob Montguire



**In** the last issue I asked that if you were vacating your slip for a number of days to give me a call. This not only helps your fellow members but also gives us the ability to accommodate visitors from

other clubs. To simplify the process we have installed a large white board inside the gate to your right. If you are going to be away please write your slip number, when you are leaving and when you intend to return.

A number of boats are not tied up according to club rules. We have the springs and line necessary to do the job correctly. If any new members have a problem tying up their boats give me a call and I will gladly come down to the club and give you any assistance you require.

*Bob Montguire*



# Staff Captain's Report

## Rick Reichelt



**I hope** everyone is getting a chance to enjoy the summer weather now that it has finally arrived. I don't have too much news to report. Karen is feeling more comfortable now that she has been on board for a month. She is enjoying getting to know all of the membership

and all the feedback has been very positive. We will be keeping the bar open on Saturday nights for the summer when there are no private functions, Rachael will be letting all of you know as soon as we have confirmed the dates. Our plan is to have a neon sign up that will say OPEN; you will be able to see the sign from the parking lot.

I would like to remind all of you not to drink and drive, we want you all to enjoy your self, but please arrange for a safe ride home.

*Thanks Rick.*



# Vernon Yacht Club Minutes Summary

## July 12, 2010

By Teri McLennan, secretary

- Weather station to be purchased. Watch for it on the website.
- Also looking at adding another webcam of the water for the public to view.
- July 24th Invasion coming up!! Hope to see you there.
- Carpet is on its way! To be installed next week.
- Anyone who will have their boat out of their slip for a week or more please let the club know so that it can be utilized by those on a waiting list.
- Will be purchasing a neon "open" sign and flag to let people coming in from the water know if the bar is open or not.
- Hotdog machine will be going in at the bar!
- Will be looking at opening the bar on Saturdays until 9pm when there are no private functions booked.
- We have a donated 32" LCD TV that will be mounted above the bar.
- Another (5) members have joined. Total of 36 new full members this year so far!

Teri

Full executive meeting minutes are available in the office.

## Just Cruising on Okanagan Lake is Heavenly!

The season has arrived and what better place to be than on Okanagan Lake, cruising in the open sun with a light breeze? For those many residents in long term care facilities and disabled members of our community, there is a 24-foot "Pontoon Patio



From Saskatchewan, Jake savours some "just cruising" time.

Boat", Heaven Can Wait, that awaits them to promote enjoyment through boating. Under the amicable guidance and organization

Captain Dave Horsham at the helm for "sunshine cruising" on the lake.

Photos by Kerry Richardson



and organization of Chief Captain Doug Edgar, volunteers to captain this boat dedicate their time to provide up to two scheduled

"outings", Monday to Saturday, to residents, care givers, and recreational therapists. This initiative, inspired by our very own VYC member, Ron Heuman, well known and appreciated for his ongoing dedication to "community service", was formed by the Okanagan Quality Life Society in 1992 and continues through ongoing commitment to their mandate:

"To improve the quality of life for Residents in Long Term Care Facilities and Disable Members of our Community."

Should you happen to meet these visitors to our club in the parking lot or on our docks, please take time to welcome them with a smile, handshake, greeting, or arm of care. We are here to support the endeavor for all:



Joan is "toasty warm" with the wind whisking HCW along.

"Quality in Life is in Living Fully."

Kerry



## Webmaster's Notes:

It has been interesting looking over the Club's Website history. For the most part, the Website has provided members a source of current information along with a mirror of the Club events and activities. On that note I am asking all members to please submit at least one picture per

club event to show the world we have a vibrant and diverse Club. I have set up a location where you can easily upload your pics for the Website and or Tiller Topics at: <ftp://vernonyachtclub.com> User: **vyc** Password: **1-picture** Upload your submission(s), then email **webmaster@vernonyachtclub.com** with a short description, be sure to include the name(s) of all uploaded files.

### Wireless Internet Access

Members who need access to the Internet while on club property can purchase optional Wireless Internet Access from the club office. I recently purchased this feature so I could keep in touch with my clients while I was on site. My first attempt to connect to the Internet out on D Dock failed miserably. After finding out I wasn't alone in this I decided to ask some questions and do a simple Wireless Signal Level Survey out on the docks. The ensuing adjustments made by Ted Sheehan and myself appear to have improved the signal levels which should help those that were experiencing marginal connections. More information regarding Wireless connectivity can be found under Internet Information on the Website.

Happy Boating

Terry

### Issues with the Club's Web Cam.

There is a new menu tab called Web Cam on the web site. A new web page includes information on how to resolve some of the web cam connection issues. If there are still issues please let me know.



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## Results of The Sailing Fleet's Spring Series

### A Fleet

- 1 Righteous Indignation ( Bob McDonell)
- 2 Old Son ( Randy Mihalcheon)
- 3 Mystique ( Lyle Enns)

### B Fleet

- 1 Tsonqua (Napier/O'Fallon)
- 2 Stormy (Dave Pollock)
- 3 Hina ( Tim Amy)

For complete results, see the club's website.



## VYC Members Make a "Safe Haven"

August is here and Security reports and VYC Member's Reports of security infractions are very "un-newsworthy". There must, of course, be some rationale for our Marina and Club being such a safe haven:

1. The 38 members on the VYC Security Team are a dedicated group keeping watch during quiet hours.
2. VYC Members are being more vigilant while attending the Club. All members are buying into the security program to protect our boats and Clubhouse free from would-be intruders.
3. Our interface with Community Policing has increased the number of patrols they do at the Club. It is a real visual presence.
4. GVS is ensuring that the gate access to the Paddlewheel Park boat launch is closed nightly, reducing late night frolics in the parking lot and park.

In addition to their nightly presence, members of the Security Team take the time to look at the safe moorage practices of members and regularly make entries noting unsafe moorage lines and bumpers. The Fleet Captain takes note of these entries and notifies members accordingly. As well, any other unsafe conditions are noted and information is passed to the appropriate Executive Member for follow-up action.

All VYC Members are encouraged to do the same. Members helping members goes a long way to keeping our marina and property a safe haven!

Keep up the good 'Security' work everyone! Vigilance aye Vigilance



Ron

## Summer at VYC



Jerry Spelchan and friends having a barbecue on board.

*What to do when there's too much wind?  
Just sip coffee and enjoy the sun.  
Brad and Arlene on Beaujolais.*



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# Messing About

## in Boats

by  
Dave Atkins

If you have been boating for a long time, do you ever look back and ask "How did I learn to boat" or if you are new to boating do you wonder "How am I ever going to learn how to do this properly" Of course if you are young enough and full of confidence you may ask "What's so hard about driving a boat? There is a difference between "Driving a boat" and becoming a Boater. Being a Boater is so much more than just driving the boat, whether it be power or sail. On a sunny weekend afternoon we all see lots of "boat drivers" but watching them from the slow platform of my sail boat (there usually isn't much wind on sunny afternoons), I realize that many of them are not what is generally recognized as "Boaters".

At present all boaters should have the Pleasure Craft Operators Card, it is a bit like a drivers license but

# How do you learn how to handle a boat?

unfortunately the "Powers That Be" mishandled it and many people got a card without really learning much about the rules of boating. The Canadian Power Squadron only allowed people to write the exam after 8 hours of instruction, that is far more effective than some of the other providers who ran "Pay if you pass" operations or being able to write the test on-line with the book at your side. You need to know these things without referring to the BOOK, in most situations you don't have time, even if you know where the book is!

Becoming a real boater requires a good knowledge of the statutory "Rules of the Road" but also a knowledge of weather and an understanding of the signs which predict the upcoming weather changes. A knowledge of charts and how to read the symbols, this is important on the Lake as well as at the coast, boats have run aground on lakes and even if you run in the dark you had better know what the lights mean, there have been collisions in the dark on the Lake. If you go to the Coast for a change of scene

you need to know how to interpret the tide tables as well as the charts. Do you know the rules for operating a Marine radio, its not just the same as talking on the phone, and you require a license.

Being familiar with your boat and all the equipment seems to be a given, but it doesn't always happen that way. Do you do your own maintenance? Maybe not if the boat is more complex and you are not mechanically inclined, but even so you need to know how it all works, from the engine to the winches and mooring cleats.

This may sound like "Preaching to the Converted" but as Yacht Club members we are expected to set an example and not be part of the problem of boating safety on our waters. The more knowledgeable you become the more you will enjoy "Messing about in Boats"

Dave

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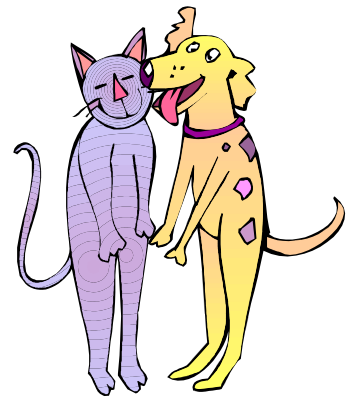
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## Musings of a Warf Rat



To the 2009-2010  
VYC Executive

Let me explain my absence for the past 12 years. I have been held in a facility for the pump-out insane, and feel I must thank you for my early release, due to your extreme efforts and tireless work. The VYC has acquired the ultimate in sanitary pump-outs.

I will however miss the great sense of adventure that went along with using previous pump-outs. I will miss the trips to the bank for my roll of loonies, the euphoric high that a gambler must feel as he approaches a slot machine and proceeds to feed large amounts of coins in with the small chance of winning or going away happy. I will miss the chance to hurl a string of profanities at this machine that would more often than not fail to pay off.

I have withdrawn from Gamblers Anonymous and look forward to many happy trips to the "PUMP-OUT" From the bottom of my heart and my vessels' holding tank I thank all who were involved in bringing the best improvement the VYC has seen in a decade. I wish all members Happy Boating and Great Pump-Outs.

Sincerely,  
The Warf Rat and Amerok.  
(real name known to the editor)

# WHAT'S WITH THESE MOORING BUOYS ANYWAY?

**We** have all seen them, those pumpkin colored, double tire buoys with a white PRIV stenciled on the side. They are scattered about our favorite anchorages and some even have taken up residence in the west lot at VYC. So what's the deal; is there a plan in place or do those pumpkins have a mind of their own.

You may have heard that a revitalization of the Mooring Buoys was approved by the membership about three years ago and that is a true fact. The first action taken was to strike a committee to determine the legal rights of ownership and rights in regard to deployment. It was determined that VYC became owners of some 40 mooring buoys when the disbanding "Okanagan Safe Boating Society" transferred the Buoys along with some monies to VYC in the late 90's. For a number of years the Buoys were serviced by volunteer club members but by 2005 the condition of the Buoy's mooring chains had deteriorated to a point where it was necessary to enter a full revitalization project.

With the enthusiastic efforts of many VYC members all the buoys from Agate Bay north, 38 in total, were brought ashore for servicing, upgrading of hardware and new markings. So now we are secure in knowing that the Buoys are as serviceable as when they were new and that they are in full compliance with "Transport Canada regulations" for "private buoy" markings.

What's taking so long to get them back on station you might wonder? In one word: MONEY. You may have read on the Kelowna Yacht Clubs web page that they have spent 40 thousand dollars over the past 3 years on their mooring buoys. VYC has spent less then 6 thousand to date on our program and with this years funding we should complete the project for around 8 thousand dollars and we have more mooring buoys.

So now you might remark; we have spent a fair amount of money and a lot of volunteer effort and I can't find a free mooring buoy when I want one.



If they belong to VYC then why do we let the public use them? Because we're good neighbors; that's why. However using VYC mooring buoys comes with conditions and

misuse could result in legal action being taken against violators. The conditions for use are outlined on plaques secured to each buoy and on posters which are posted at various boat launches.

OK you're saying to yourself, I can read but it seems that not everyone else can. What do I have to do: read the rules for them? Well maybe you should or at least let them know that they are secured to private property. That's what the PRIV on the side means. Private Mooring. You should also be comforted in knowing that because other Yacht Clubs on the lake are upgrading their mooring buoys the public through exposure will be better versed in using private mooring buoys.

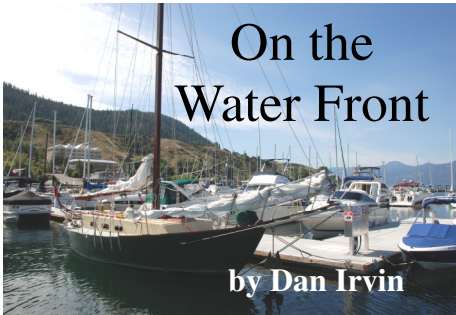
In the mean time remember that we have the lake to ourselves for at least 10 months of the year.....

*Ron*

**Just a reminder** for members who may be visiting the other Yacht Clubs on the lake. You must provide them with your 2010 Membership Card along with a copy of your boat insurance. They suggest you call ahead to book slips if required.

Kelowna has also put in a new key card system. Your card has been deleted and you must bring it to them personally in order to have a new one issued to you. They will require your 2010 Membership Card for that as well.

*Thanks,  
Rachael*



## On the Water Front

by Dan Irvin

### Did You See That??

Anybody who has approached our main breakwater from the west will have noticed a line of flashing yellow lights. Flashing every four seconds these lights exhibit the Transport Canada requirement for color and flash frequency for this type of navigation hazard.

At a VYC executive meeting a decision was made to order five more of these flashing lights. Visible from a distance of two nautical miles these additions will extend the line of lights from the floating north end buoy to a point near the inshore end.

Many VYC members will recall the incidents where even flashing lights did not prevent some less than observant members of the boating public from colliding with our breakwater. A good defense in any investigation into an unfortunate circumstance such as a marine collision, however blameless you may hold yourself, is greatly enhanced by demonstrating that you have exceeded the minimum requirements. In light of the steady annual increase in boating traffic your VYC executive has approved this step in the interests of both managing VYC liability and demonstrating our pro-active boating safety Stance. If you have any ideas on improving the clubs safety "on the waterfront" please contact the writer or any VYC executive member.



Dan

# Sailing Fleet

## Wednesday Evening Racing.

Race nights continue till the end of August. Despite some early exits, due to shortened courses caused by the lack of wind, a good time is been had by all with some keen competition. There seems to be more wind on Tuesday when the Ladies sail, what is that?...

## Giants Head Regatta.

Three Vernon boats made the long trek south to compete in the Giants Head Regatta held by the Summerland Yacht Club on July 10th and 11th. Saturdays long race, up to Rattlesnake Island and back, went as usual, no wind to start and then here it comes down the lake and we're off. Sailing north past Squally point, where the wind comes from all directions at once. Then on around the island, up with the spinnaker and a great 2 hour sail downwind back to SYC.

Sunday morning started with no wind at all and the races were abandoned for the day shortly after 11am; just in time to get back to the clubhouse and watch the final of the World Cup Soccer.



Tim Amy placed a respectable third place in his fleet on Hina, while Dave Pollack on Stormy and Rob Ladan on Airborne 2 did not fare as well in their fleet.

Leaving Summerland at 2.30 pm Rob and myself set sail for home; the wind continued to blow while sailing under the new bridge and on, finally arriving in Vernon at 11.30 pm. A great sail.

## Jack and Jill.

Last years winners, Keith and Debbie Sangster, are working on this years event, to be held on **Aug 7th**. This event is open to all VYC members, ending with a BBQ on the beach. **Watch notice boards for more details.**

*Dave Horsham  
VYC Sailing Fleet.*

# A Diary of the Valley Girls



## MAY 18, 2010

Okay, I admit it - we whimped out !!! It was cold and damp - not nice (That's my excuse and I am sticking to it) However, the drink and nachos at the Blue Heron were delicious.

## MAY 25, 2010

Wonderful last night, the lack of wind gave us a chance to catch up on everything; you would have thought that with all our talking we would have created our own wind. Poor Del had three spinnaker girls telling her how to run the spinnaker - ALL AT THE SAME TIME! Don't worry Del it gets easier with time. Then at the end of the evening our motor wouldn't work but my crew used their noggins and rocked us to the marina. Flying our flag upside down (international distress signal) did not gain any attention. (We didn't really do this as there wasn't a flag on board) Even yelling MONICA didn't help. But we impressed everyone with our quick thinking - even the guy on the trimaran at the dock. It is amazing how fast a 525 goes with just rocking. Faster than some races.

Now for those who do not know, our very own Barb Herrmann has broken her left wrist. She was biking - pedal pushing type, I think, not a motorcycle. Unfortunately it was bad enough to need surgery. So our best wishes go out to Barb and wish her a speedy recovery.

Now, there is one position on a boat that won't strain your wrist (once it is mended); can you guess which one Barb? Let's talk.

## JUNE 1, 2010

*The winds were swirling all round. First from the East, then the West but it was the wind from the South that gave us the most excitement. We were just finishing the first race when the wind crept over the hill. First to feel it's strength was Tequila Sunrise and since they were being lazy and hadn't put up their spinnaker, they quickly took off towards the finish line to win the race. Next to be hit was Stormy and there was excitement on that boat as they battled to get the boat under control and the spinnaker down but down it came with no damage done. Captivator heard Tequila Sunrise take off as the wind hit, saw Stormy battle with its spinnaker so had very prudently gotten her spinnaker down before the wind hit and had nice ride to the end although there was some whining about broken nails. The wind continued for about 20 minutes before it settled down to its usual fickle self. We managed to sail up and down the lake in front of the club a few times before it was getting dark and time to go in. A good start to the season. Just as last year we had strong winds every Tuesday (it seemed), I think we are going to have these fickle winds this year. Don Craske was committee boat.*

## JUNE 8, 2010

Evening started out promising but we were no sooner on the water when we heard the first sounds of thunder and saw the lightning so off the water we came.

## JUNE 15, 2010

Winds were light at the beginning but picked up during the first race. Stormy, Tequila Sunrise and Righteous Indignation were out. Captivator didn't make it as skipper held up by accident in Oyama. After the sailing we held a meeting to discuss the windup party and possible awards. Sandi shared some lessons she learned 1. Lift motor out of the water BEFORE racing and 2. To start the motor, make sure it is turned on. Thank you to Jamie Napier who was the committee boat.

## JUNE 22, 2010

*What a wonderful breeze we had last night! Unfortunately we did not have a committee boat so played a game of "Follow the leader" with the object to overtake the boat in front. It was great fun. Even Lyle was out there getting in our way on his laser. Either we have to learn how to do a 'Jack Rabbit start" or find people who will man the committee boat. But the boat that has the horn has the lead!*

## JUNE 29, 2010

We had great winds - white caps with gusting. When I got home I checked the Kelowna website to see what they said the wind strength was - 11 knots; that seemed light so I went to the Weather Channel and it said 4 km (that was much too light, have you noticed that it ALWAYS says 4 or 6 km in Vernon, where do they take the reading?) I was feeling a bit like Goldilocks. My husband guessed 15 knots. It was stronger

*Cont. page 15*

than when we brought the mast down and that was 12 knots then; so my guess is 15 knots gusting to 17. Did anyone have a wind indicator onboard to give us a more accurate reading? After an evening like last night, it is good to get together to discuss sail configuration, problems, solutions, etc. And do you remember our first year of sailing, we wouldn't have left the parking lot!! YOU'VE COME A LONG WAY, BABY!!!! Thank you to Dave Pollock who was the committee boat. Lessons that were learned :

**Captivator** – don't go out in strong winds if you don't have your motor working (Had to be pulled in by Valuta, Thanks Bill)

**Tequila Sunrise** (AKA Old Son) – Monica when you only have one crew member, you must remember to keep her aboard. (Alana almost slipped overboard while taking down the foresail but managed to pull herself back aboard)  
**Righteous Indignation** – make sure your motor is firmly attached to the bracket before starting the motor.

### JULY 6, 2010

Light winds but constant, the breeze held out for our two races. Phoenix, Captivator, Righteous Indignation, Stormy and Airwave were out. That was a first for me - starting the race and trying to race too. Phoenix took line honors both races. Well done Debbie, Mo and Keith-ella. Our motor started just fine, no excitement on our boat although the racing did get in the way of our conversation. Captivator did scare a speed boat off our race course. It is amazing how quickly they move when they see a sailboat with just women on board headed directly towards them. John has had an eager crew of women on his boat - Airwave - who have been learning the

ropes (no pun intended, of course we don't have ropes on the sailboat, only lines and halyards and sheets!). So welcome aboard Destanne, Emily, Cynthia, BJ, Patricia and Emily. These women are our farm team - learning the rules of racing and the finer points of sailing - with the hopes of eventually being placed on a woman's only boat. Monica has her team well trained. She couldn't race on Tuesday but that didn't deter her crew - Alana - to show up at the docks to give Tequila Sunrise (aka Old Son) a cleaning . And she had her own cleaning supplies! A good crew member is worth her weight in cleaning supplies!! Stormy was out in force on Tuesday. They must be very quiet on their boat - maybe whispering the orders - because the only time we were near them we couldn't hear a thing?! Righteous Indignation ( now to be referred to as RI as it is too long to write out each time) was also out but they must have been sharing trade secrets because they didn't come near us at all or was it the aforementioned speed boat incident that scared you off, Sandi?

Carol

### Glimpse from the past



Now, don't get any ideas.....  
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### Good Neighbours

We have had quite a few new members join the club this year. I just wanted to remind members of their responsibilities within the club. Please ensure that you do the following:

- 1) return your glasses to the bar
- 2) tidy the deck and put the cushions in the deck box.
- 3) straighten the chairs inside and out.

Once the bartenders go home it is up to the members to leave the club in tip top shape in case we have someone wanting to rent it out.

Thanks,  
Rachael



## Should Everyone Race?



### Yes – at least once!

Upon joining VYC I asked for advice on how to get more confidence with sailing. Being such a cautious sailor that I am – the one with the storm sail up on “sailstice” and very often lowering my jib when all others are heading out full sail ... I needed more Guts.

Everyone’s advice to me at the VYC was to join in the racing. So I did. And were they ever right. I have had only one night on the decoy boat (the learning boat) with the Valley Girls on Tuesday night and WOW what a confidence booster.

I realized the boat can heel (lean) more than 5° - to the point where I’m **standing** on the opposite front of the seat, - possibly 45°? And still be safe. Even when I took the helm and I felt tightness as the water got close to the side rails, my crew and skipper

were completely relaxed reaching the water easily from the lower side of the boat -I realized I could be too. It will take time and I won’t feel comfortable taking my water ballast boat quite that far over, but in a strong gust I will know I can handle it.



*Photos Patricia Rudersdorfer*

Teamwork, communication, quick decisions and actions also come into strong play especially when you tack or gybe (cough cough sorry guys for not warning you). I had to be much more alert on the short race course



than when I am just out for a day cruise and keeping my distance from shore and boat alike. My knowledge of right of ways was affirmed and quickly put to the test in close quarters. I certainly respect the experience of our skipper John Ravensbergen and my brave crew members Don Craske, and Bobbi-Jo Thompson. I am looking forward to more racing days.

I would have loved to have a picture of us heeling, but both hands were holding on very tightly at the time.

*Patricia Rudersdorfer*

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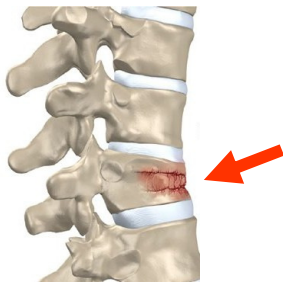
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**WHERE DO YOU FIT IN THIS PICTURE?**

**Quiz:**

- (1) When speeding across the water on a sunny afternoon, where in the boat do you choose to sit? \_\_\_ Bow \_\_\_ Amidships \_\_\_ Stern
- (2) When the chop picks up, does this affect your answer to (1)?
- (3) How old are you?
- (4) Do you have osteopenia (lower than normal peak bone mineral density) or osteoporosis (seriously low bone mineral density)?



Strange quiz? Not really. These questions all directly affect your chances of suffering a spinal compression fracture. This injury happens more often than many people realize because of the jolt your body gets when your boat strikes a wave or heavy chop, especially at high speed. The further forward you sit in the boat,... the faster and harder the boat hits a wave,... the older you are,... and the lower your bone mineral density level,... the greater your chances of suffering a compression fracture of your vertebrae. This is a serious injury and often results in some period of disability.

So, what's a person to do? Stop boating? No. Just be aware of your risk factors. When pounding the waves, a boat's bow hits much harder than the stern; so, move to the rear of the boat. If the chop gets too great, slow down to hull speed to reduce the pounding. The older you are, the greater your chances of spinal compression injury; so, move to the rear and slow down sooner than the youngsters. If you suffer from osteopenia or osteoporosis, your risks are even higher; be aware of your limitations and maybe skip the ride on a rough day. A spring-suspended seat would help, but is not readily available on most boats. But you might take along a spongy cushion to sit on. Standing and taking the impact with bent knees can also be effective. There are also some new medicines to help treat bone density diseases; talk to your physician about them, especially as you get older. Now, go have fun out on the water. Just be careful.

Howard Platter, M.D. - Safety Officer, reprinted from USPS Spokane newsletter, with permission

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## 'Vic-Maui 2010'

What are the chances of being in Victoria at the same time that a fleet of sailboats is preparing for the race from Victoria to Maui. Walking the docks of the inner harbour in the centre of Victoria we were so lucky. The sailors had actually a little time to talk to the bystanders and only a few questions were enough to get them to talk about lots more. Not afraid to say that certain knowledge was well over our heads.

Nevertheless, I now keep following the race via Sail World. It has somehow come to life, as it never did before. The July 13th report reads: "...it's an odd feeling sailing in water warmer than the air temperature outside. But those

conditions are now facing the Vic Maui boats as the leaders enter what is potentially their last couple of days sailing."

Are they perhaps also experiencing unusual weather patterns? "Generally the winds are lighter on the approach to Hawaii but the ocean conditions produce squalls rarely seen on the north west coast of North America. "

"Squalls are both a blessing and a curse, depending on their size. Essentially they are mini storm systems. It means wind, but sometimes it's hard to tell exactly how much. If you have the electrical power, radars are switched on to watch for squalls. At this point in the race, the last thing a tired crew needs is to be carrying too much sail as they run into a powerful squall, particularly at night. But day or night it's a bit of a gamble."

Brave people, these sailors, who are very well equipped with superior boats and a ton of smart equipment, as we witnessed out on the docks in Victoria's Inner Harbour.

*Hanny*

*(Quotes from July 13th Sail World)*

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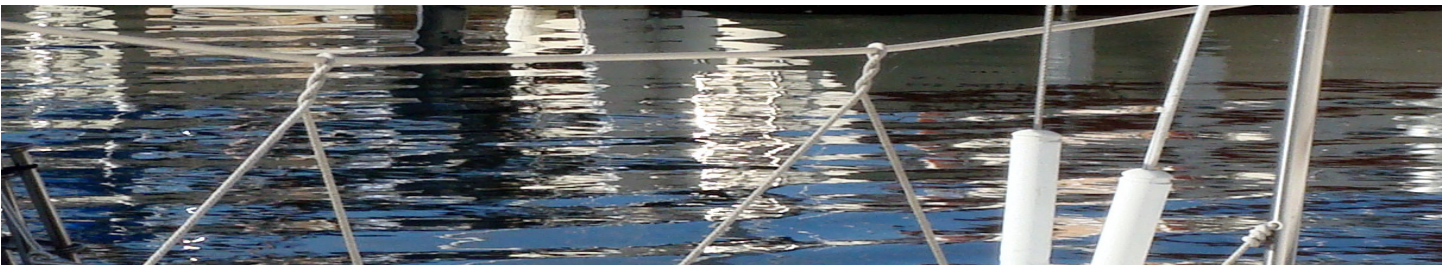
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# 2010 Calendar of Events for Okanagan Lake Yacht Clubs

DATE	YC	EVENT	DATE	YC	EVENT
<b>AUG</b>			<b>SEPT</b>		
6,7 & 8	SYC	All Club Invasion (ball tournament)	11	KYC	CNIB Fishing Derby
14	WYC	Rib'N Blues	<b>17,18 &amp; 19 All Club Regatta— End to End</b>		
14	KYC	Commodore's Cup Regatta	Call KYC for more info		
20,21 & 22	KYC	All Club Invasion	To volunteer call Tracy @ 250-861-7033		
28	PYC	Commodore's Ball	Or e-mail tracy.delorme@shaw.ca		
<b>SEPT</b>			18	WYC	Golf Tournament
3,4 & 5	PYTC	Grand Prix Regatta	<b>OCT</b>		
4	VYC	Pig Roast	30	SYC	Halloween Party

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# August 2010



Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1 Lounge Hours 13:00-17:00 Private Function 5:30PM	2	3 Lounge Hours 16:00-22:00 Valley Girls 6:30PM 2 races	4 Lounge Hours 16:00-22:00 Hamburger Night Evening Races	5 Lounge Hours 16:00-20:00	6 Lounge Hours 16:00-23:00 Friday Night Dinner	7 Lounge Hours 13:00-17:00	
8 Lounge Hours 13:00-17:00 <b>Jack and Jill Race</b> 	9 VYC Executive meeting 6:30 PM	10 Lounge Hours 16:00-22:00 Valley Girls 6:30PM 2 races	11 Lounge Hours 16:00-22:00 Hamburger Night Evening Races	12 Lounge Hours 16:00-20:00	13 Lounge Hours 16:00-23:00 Friday Night Dinner	14 Lounge Hours 13:00-17:00	
15 Lounge Hours 13:00-17:00	16	17 Lounge Hours 16:00-22:00 Valley Girls 6:30PM 2 races	18 Lounge Hours 16:00-22:00 Hamburger Night Evening Races	19 Lounge Hours 16:00-20:00	20 Lounge Hours 16:00-23:00 Friday Night Special Dinner	21 Lounge Hours 13:00-17:00 <b>OKANAGAN WOMENS KEELBOAT REGATTA</b>	
22 Lounge Hours 13:00-17:00 <b>OKANAGAN WOMENS KEELBOAT REGATTA</b>	23 	24 Lounge Hours 16:00-22:00	25 Lounge Hours 16:00-22:00 Hamburger Night Evening Races	26 Lounge Hours 16:00-20:00	27 Lounge Hours 16:00-23:00 Friday Night Dinner	28 Lounge Hours 13:00-17:00	
29 Lounge Hours 13:00-17:00	30	31 Lounge Hours 16:00-22:00	<b>VYC Pig Roast Sept 4</b> <b>All club Regatta Sept 17, 18, 19</b>				