

*Vernon Yacht Club*

# **Tiller Topics**

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7919 Okanagan Landing Road  
Vernon, BC V1H 1H1

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## **February 2013**

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Left: Okanagan Dive Club's Winter Dive  
Below: Protected from winter elements.



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 2012 — 2013 Executive

7919 Okanagan Landing Road, Vernon, BC V1H 1H

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Lawrence Johnson	Vice Commodore		260-8003	
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Pamela Miller	Secretary			206-0253
Tim Amy	Past Commodore	542-6322	833-2444	833-2444
Ron Human	Director 1 year			
David Atkins (By-laws)	Director 1 year			
Craig Williams (Publicity)	Director 1 year	503-8993	558-1111	503-8993
Jaron Chasea (Membership)	Director 2 Year	542-0800		550-9859
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### Tiller Topics' Team to date:

Hanny Kooyman	-Layout & Design
Rebecca Phillips	-Proof Reading
Frances Warner	-Proof Reading
Cees Kooyman	-Mailing
Terry Rudersdorfer	-Website
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### Regular Contributors:

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Carol Craske	-Valley Girls
	-Racing
Ron Heuman	-Security Team
Rebecca Phillips	-VYC Store
Patricia Rudersdorfer	-Humorous View
Doug Stewart	-CPS News

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

**Submissions for Tiller Topics :** tiller@vernonyachtclub.com

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

**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



**A** belated Happy New Year to every one.

It is my pleasure to announce that on January 21st. we elected our new Executive and I congratulate our new board members and look forward to working with them this year. We have already discussed some of the projects we have planned for 2013 and my Executive

members will give you specific details in their individual reports. I should mention however, that Ken Smith, our Maintenance Supervisor, has been very busy installing water rescue ladders and life preservers on D and E docks just in case someone should happen to fall in the lake while they are cleaning the snow off their boats. It won't be a pleasant experience but at least you will be able to get yourself out of the water. Ken will add more rescue stations to

the rest of the docks as we get closer to Spring.

Val Harvey, our Staff Captain as well as Jay and Corinne have some interesting events and meals lined up as the number of our members increases as we get into warmer weather, so be sure to check their email bulletins and our web-site for up-dates. See you at the Club.

*Mike*





## REAR COMMODORE'S REPORT

Ed Kinnear



I would like to welcome all new members to the Vernon Yacht Club as well as 3 new directors that have joined the VYC executive for 2013.

We want to thank the members that came out to the recent general meetings as well as the members that allowed their names to stand for election. I look forward to working with the executive for the next year. We have a few projects being worked on.

I expect we will see the lower washrooms and shower renovated and updated to match the upstairs washroom improvements. This will happen before the boat show.

There are some new emergency ladders, life rings, and fire extinguishers installed or to be installed on D and E docks. That program will be expanded to cover the remainder of the docks this year.

Look for announcements for the spring cleanup which is always held just before the boat show.

Get out and enjoy winter, it only comes once a year.

Take care,  
Ed Kinnear



## MEMBERSHIP DIRECTOR

Jaron Chasca



Happy New Year!... Hope 2013 is starting off good for everyone. 2012 was a great year for new members. We had a lot of Full Members join as well as Associate Members, and we hope 2013 will bring in a lot of new members to the Club. If you have any friends

or family looking to join forward their information to the office or to myself. I would be happy to talk to them about the Club and its benefits. I look forward to seeing you all at the Club this year!

*Jaron Chasca*



## VICE COMMODORE'S REPORT

Lawrence Johnson



**H**ope you all had a wonderful holiday season. With the new season upon us we have a number of events coming up. Hope to see you all at the **'Open Mike' night on Friday the 15th of February**. As well don't forget to register for the **dance lessons** being offered.

A big thank-you to Ed Kinnear for his work in renovating the bathrooms, the place is looking great!

Hope to see you at the Club.



## DIRECTOR AT LARGE

Dave Atkins

**I** am the new "old member" on this year's Executive. I have served on the Executive over the years more times than I can remember. I think I was conscripted this time to take advantage of my Knowledge of the Rules and Procedures that govern the process. I also have some ideas of my own for improvements that hopefully overcome some of the problems that have been presented to the Club in the recent past. The least I can offer is the experience and wisdom of the ages.

Dave Atkins



## FLEET CAPTAIN'S REPORT

Jerry Spelchan



**G**reetings everyone for a new year of boating. Thank you for your ongoing support at the last election, I hope to serve you well over the next year. I am looking for volunteers to assist me with some of my duties this year as the work load is quite heavy so anyone interested please call me to inquire cell 250-549-0051.

Not a lot of action on the docks this time of year and no icing problems even with our little cold spell. Every-

one should take note that we added safety ladders and life rings on 'D' and 'E' docks at strategic locations. Notices have been posted on the easel in lower hall as well as on line, please become familiar with these locations before an emergency occurs. You might one day help save a life!

All is looking well for a full marina again this year with lots of inquiries from potential new members regarding slip availability for 2013. Let all your friends know we do have slips available for most sizes at this time

and please let us know as soon as possible if you are not taking your slip this year, this helps Marnie and I greatly.

All moorage and move requests will be dealt with by the end March so please be patient and I'm sure we can accommodate everyone.

Please be safe if you are on the docks in this weather and have a safe boating season.

*Jerry Spelchan*





# VANCOUVER INTERNATIONAL BOAT SHOW

Celebrating over 50 years as **Western Canada's premier Boat Show**, the **Vancouver International Boat Show** returns as BC's largest showcase for the recreational boating industry, running through the Family Day long weekend from **Thursday, February 7 to Monday, February 11, 2013**. With extended hours, brand new dates, and two great locations, including an in-water venue at the **Granville Island Maritime Market and Marina**, and an indoor venue at **BC Place**, this year's Show offers the season's hottest new boats and boating products at the best deals of the year.

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*Sent in by the media relations team for the Vancouver International Boat Show*



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## Messing About in Boats

by  
Dave Atkins

**A**t this time of year boating is mostly an armchair activity and the more catalogs and boating magazines available the better. There are still boats in the water at the Club, mostly sailboats, but they are well secured and covered up waiting for next season. This is the time of year when you plan for all those jobs that you found during last boating season and didn't have time to do, or it wasn't convenient to haul the boat out of the water in order to do it. The power boats are mostly out of the water and stored on dry land, this makes doing routine maintenance a little easier. One task that is long over due is the draining of coolant and or replacing anti freeze. I recall one winter when we had a rather early cold snap, seeing about 6 V8 engines lined

up across the shop floor of a dealer, all with cracked blocks caused by not having the correct anti-freeze in the system. Smaller outboard engines mostly use 'fresh water' cooling and they drain automatically when they are removed from the water, but be sure that the lower end is out of the water, I know the Club does not approve of tilting the outboard, so you may have to remove it from the boat to get the necessary clearance. Do you take the sails home from the boat and carefully lay them out and fold in the prescribed fashion, or are they roughly bundled and stuffed in a sail bag, there seems to be two schools of thought on stowing sails, the net types lay them out carefully and fold in an orderly manner, whereas the others tend to grab hand fulls of canvas and stuff it into the sail bag in no order at all. The neat people tend to get more permanent creases in their sails over time, and the 'stuffers' have to go sailing a couple of times to let the wind blow out the jumble of smaller creases that have formed over the winter. I

suspect that it is more a question of personality than sail maintenance.

When all else fails one can always go to a Boat Show. I used to go every year, spend a weekend in Vancouver and enjoy the sights but I don't think I will make it this year. Last year we were a little disappointed in that the scene has changed. Most of the boats at the Stadium were power and the cruising boats were trawlers. We did try to imagine what it would be like to cruise the Coast in a trawler rather than a sailboat. The salesman told us that a lot of older sailors were going to 'the dark side' and buying trawlers!!

The sailboats at the 'in the water' show seem to have grown over the years and there are no longer many less than 30ft. And most are well over that. Times have changed and people's expectations have changed. They expect more for their recreation dollars. Maybe that is why I can't sell my 25 ft. sailboat, it is too small!!

Dave



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## Funny Corner



by Al Dubeski

### ODD AND SIMPLE REASONING!!

A mechanic was removing a cylinder-head from the motor of a Harley motorcycle when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage, 'Hey Doc, want to take a look at this?'

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, 'So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in; and when I finish, it works just like new.

So, how come I make \$39,675 a year and you get a \$million - when you and I are doing basically the same work?'

The cardiologist paused, smiled and leaned over, then whispered to the mechanic...

'Try doing it with the engine running



## February..... one last month of Okanagan Winter blahs....

By Ron Heuman

**F**irst I must congratulate Commodore Mike in setting a new VYC record of three AGM's to finally get a 2013 VYC Executive body elected. Having put my name forward for the position of Director I was most pleased to receive enough votes to be elected. Thank you to everyone who ran for the Director positions, especially Al Cutriss who came forward after only a year tenure at the VYC. While unsuccessful this time I am sure he will step up to the plate in the future. Maybe Al would like to learn about some VYC happenings on the Security Team! Now I look forward to "learning the VYC ropes (or lines if you are a sailor)" as Director-at-Large.

Speaking of new members the Win-

ter Security Team welcomes Claire Kooistra who did his first shift during the second Ex-Ord AGM. To date the team has recorded 100 shifts for 200 hours of vigilance. We also set a 100% attendance record in December. Well done team! Regrettably our record is short lived as a couple of January shifts could not be completed for various reasons.

Happily no reported wrong-doings have been observed or reported to date. Many tracks in the snow, both human and animal (the deer seem to like to wander the boats on the hard). One leg was noticed missing however it was determined that the member removed it for repair. If you are brave enough to navigate the icy docks, you may like to see the spectacular ice sculpture at slip D32. The

bubbling water has sprayed an icy visual. Otherwise all is good on the Security Program. February is the last month for Winter Security posture. In March we move on to Summer Security, longer shifts with some early mornings.

Doing security shifts is an excellent way to contribute to the safety of our Club. The commitment is not encumbering yet the effect of the Program has been significant over the past 3 years. And, the benefits to those on the team are immeasurable. The best one being the security of Club and Members' property. Interested? Contact Marnie in the Office or Ron Heuman.

Vigilance aye Vigilance!!



Ron



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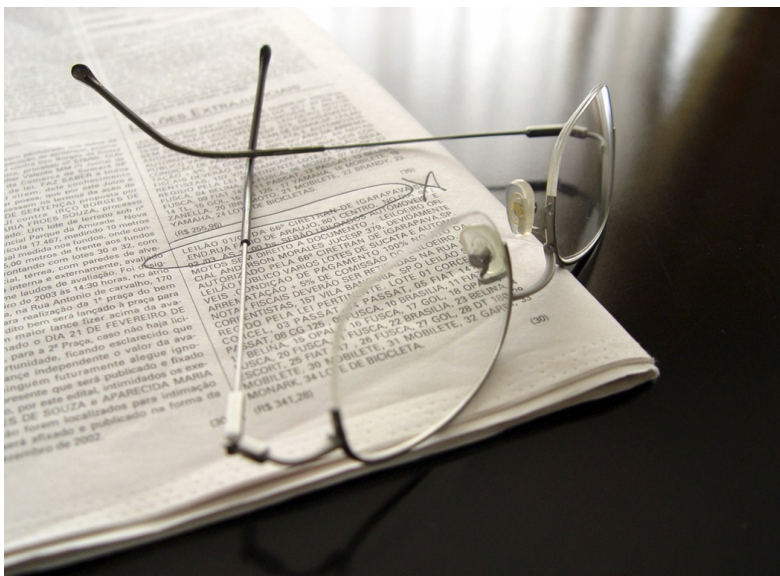
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## Four More Months

I have to go back to work in my studio

I have decided that I will be your editor for VYC's Newsletter for four more months in 2013. During this time I hope that another person can be found to take on the task of communication towards the members of our Yacht Club.

So here it is: **Wanted**

A creative person who thinks that communication to and from the members is important enough to spend an average of 20 – 30 hours per month to make this happen.

It is not at all important that you do it the way I have done it. Feel free to develop your own way - invent different forms that may work better than what has been done before. The world is forever changing and we may want to change with it.

Send your thoughts to [tiller@vernonyachtclub.com](mailto:tiller@vernonyachtclub.com)

Hanny Kooyman



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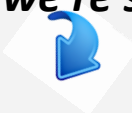
## ***Spring has Sprung!***

*Birds chirpin', flowers bloomin'... tank top and sunglass wearin', beer drinkin' weather!*



***No, Wait....***

***that's next months issue, guess we're still going to need these...***



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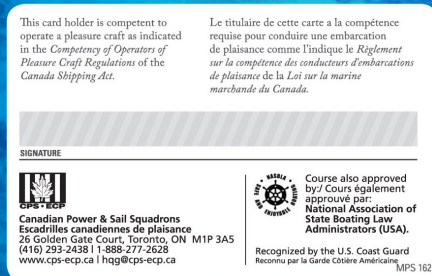
# CPS News

## Vernon Power & Sail

February 2013



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# Why We Race

By Tod Bassham

> 01/15/2013, Portland Oregon

**T**he wife sobbed quietly into a kleenex. "It started out so innocently," she confessed to the divorce lawyer. "At first, it was once a week, but then he started wanting more." The lawyer clucked sympathetically, covertly checking her watch and wondering how many times she had heard the same story, of men behaving badly. "Soon it was twice a week, sometimes three," the wife continued. "He began subscribing to magazines with pictures of beautiful . . ." She choked back a sob. "And then--he found her in a Craigslist ad." The lawyer shook her head with secret satisfaction, mentally adding an extra zero to the usual retainer. "Let me guess," the lawyer asked sarcastically, "He starting buying her expensive items." The wife looked startled. "How did you know? Yes, he tried to hide it, but every month the credit card statement had hundreds of dollars in charges at West Marine." She plunged on. "But the worst part is when he would come home from a night out with her, stinking of beer and bilge water, and boast that he had . . . spliced her mainbrace." She shuddered. "I don't know what that means, and I don't want to know. He kept urging me to go out with them together to... to...wherever they go on Tuesday and Thursday nights." ("That's disgusting," the lawyer murmured.) "He wanted me to do things I'm sure no self-respecting woman would do, to 'trim the jib' as he put it. At last I told him he had to choose between his family and her, and now . . . here I am." The long-suffering wife buried her face in her hands. At that precise moment her husband was at the helm of his beloved sailboat, approaching the windward mark, tight on the star-

board layline. The bow of his boat edged past the stern of the boat ahead. "Overlap!" he screamed, trying to squeeze between the mark and the line of boats trying to round it. Grudgingly, the outside boat made room. "Hoist the thing-a-ma-jiggy!" he screamed at his crew as they rounded the mark. The spinnaker flew out of its bag and promptly wrapped itself around the forestay, leaving the boat bobbing helplessly. The rest of the fleet popped their chutes and headed downwind for the finish. "Aaaaaah!" screamed the skipper to no one in particular, "Last place, again!"

\* \* \* \* \*

It's an all-too-familiar story. The man-boy who loves to race, the woman who doesn't understand, and the boat that comes between them. And it begs the question: Why do we race? To many sailors of the male persuasion, this is not a serious question. Their answer, to the extent they think about it, is a simple syllogism:

- (1) our manly forebears hunted mastodon during the ice-ages;
- (2) there are no more mastodon for us to hunt;
- (3) therefore, we race sailboats.

Logical as this argument seems, most academic scholars find it unpersuasive. For one thing, it fails to account for the established fact that many sailors of the female persuasion also like to race, despite no known connection to mastodon hunting. Indeed, these days the racer in the family is often the female partner, with the male partner sitting at home watching NASCAR or whatever it is that men who don't race sailboats do with their spare time. With

a slight change in pronouns, the above divorce-court story would still ring true. But this brings us no closer to answering the question: why do we race? For mysterious reasons, some people like to race sailboats, and some people (ok, the vast majority of the seven billion people on planet earth) do not. How can nearly seven billion people be so wrong? Or --now, here's a crazy thought--maybe sailboat racers have got it wrong. Maybe people who race sailboats are like the mastodon: hairy, dim-witted and doomed to extinction.

Let's try to examine sailboat racing objectively, rationally, without the accumulated glamour and sentiment, and try to understand whether sailboat racers are truly mental defectives, or merely thundering idiots.

Possession of a sailboat is, of course, the sine qua non of sailboat racing. Right out of the box we've stumbled on the crux of the problem. Sailboats are concave vessels of fiberglass and steel, into which the hapless owner pours money until the boat sinks or the owner goes bankrupt, whichever comes first. Owning a racing sailboat is even more fiscally insane, because to stay competitive the owner must hire NASA engineers to construct space-age carbon spars and high tech sails. Due to a nationwide shortage of useful idiots willing to buy racing sailboats, entire social ecosystems evolve around those few individuals deep-pocketed and/or clueless enough to buy one. As soon as the proud new owner docks his carbon-fiber beauty, a cloud of parasites will descend, parasites who know it is far better to sail OPB (Other People's

*Cont. page 15*

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*Cont. from page 14*

Boats) than to commit the financial suicide of raceboat ownership. Each week these smiling leeches show up, beer in hand, ready to line the rail or heave on a halyard in a pathetic attempt to live the sailing life without actually owning a sailboat. And each week, the desperate owner--on the verge of bankruptcy and a mental breakdown--abuses the crew in a spectacular tirade of invective, audible on both banks of the Columbia River. This sick, co-dependent relationship is considered the norm in the game of sailboat racing.

But what exactly is the "game" of sailboat racing? Let's observe it step by step. Every race begins the same, with a bunch of sailboats milling randomly around behind the start line--like paramecium in a petri dish--trying not to crash into each other. A five-minute clock is running. Just seconds before the five-minute horn sounds, the racers charge the start line. One boat crosses the start line in the lead. Aaand ... that's it. The race is over, for all practical purposes. The winner of 99.9% of all sailboat races is the boat that first crosses the start line. The rest of the race consists of simply chasing the leader, hoping against hope that the sheriff's deputies will repossess the leader's heavily mortgaged boat before it crosses the finish line.

At this point, on the first windward leg, the unbiased observer will recognize a glaring flaw in the game of sailboat racing. Namely, sailboats are powered by the wind. Wind is a notoriously unreliable element, constantly shifting direction and velocity, and frequently disappearing entirely, or blowing precisely from the direction toward which one wishes to go. Indeed, it seems as if race committees go out of their way to set courses

against the wind, which requires slow and laborious tacking back and forth. It is actually considered good form for race committees to set the course square to the wind, which means at some point a direct downwind run, the slowest possible point of sail. What kind of crazy sport organizes itself around the concept of going as slow as possible?

And going where, exactly? Mostly in arbitrary circles. The race course is divided into several legs by marks, or orange balloons floating on the water, which the boats must round in a certain order. Fundamentally, a sailboat race consists of following the leader around a series of orange balloons, while trying to avoid repossession of your boat by sheriff's deputies. Except for the threat of repossession, this is the essentially same game of follow-the-leader that six-year olds play in the school yard.

But at least going upwind seems fast, due to the mystery of apparent wind. After rounding the first or windward mark the boats deploy their spinnakers--large, temperamental, difficult-to-control downwind sails--and begin the downwind run (usually accompanied by renewed streams of invective from the skipper, discussing the ancestors of the OPB that just botched the spinnaker launch). Because most downwind runs on the river are against the current, the progress upstream is excruciatingly slow, despite the extra sail area and the occasional excitement of a death roll as a gust comes through. Even the most geriatric spectator could walk faster over the ground than most non-planing keelboats can sail upstream against the current. Actually, a geriatric spectator would probably expire of old age before the first boat reached the leeward mark. Of

course, this presumes that sailboat racing has spectators, which it doesn't outside the America's Cup, because it is too damn slow and boring to watch.

At long, long last, the leader will round the leeward mark and cross the finish line, while the rest of the fleet, deeply humiliated, engages in a bitter Darwinian struggle to avoid being the boat that is DFL (dead frickin last). Then all teams head back to the docks, the euphoric winner to collect a little plastic trophy, the envious losers to applaud with gritted teeth. And then both winners and losers proceed to consume massive quantities of beer.

And here, maybe, is one answer to why we race. After consuming enough beer, it is possible to forget the miserable race performance, the pending boat foreclosure, the spouse at home checking his/her watch, the cubicle waiting for you at work tomorrow. By the end of the night, we racers have piled into the winner's cockpit, and are sitting with arms around each other's shoulders, singing songs, and telling outrageous lies about what great sailors we are. The differences that divide us--owners/OPBs, women/men, winners/losers, republicans/democrats/libertarians/rastafarians--all seem to disappear. We are simply sailors. And for reasons that defy rational explanation, this simple fact makes us very happy.

Tomorrow will come, with its bills to pay, bosses to placate, diapers to change, marriages to save. Someday, even all that will be gone, and we will exist only in memories and fading trophies on the wall. But tonight we

*Cont. page 16*

Cont. from page 15

are with our friends and competitors, sailors all, drinking a last beer and singing a last song.

To summarize our observations: sailboat racing is a fiscally ruinous, sado-masochistic exercise in prolonged tedium, punctuated at long intervals by death rolls, t-bonings, and other moments of extreme terror. It causes grown men and women to regress into six- year-olds, playing a slightly more complex version of follow-the-leader around the buoys. And yet--despite all that--sailboat racers return week after week, month after month, year and year, devoting enormous amounts of time, money, energy and passion to the sport we love. It makes no sense, and yet in this crazy world nothing else seems to make as much sense.

So why do we race? Perhaps there is no universally satisfying answer, but here is a plausible one: We love sailboat racing because it makes us regress into six-year olds. At that age, we are keenly alive, possessed of a sense of wonder, and utterly fearless. Nothing seems more important than those games we play in the

schoolyard, with trusted friends and the bitter enemies of the moment. The entire world feels bright and glowing with promise, the wind is at our backs, and we know that we are beginning a long voyage with our friends toward unknown shores. As adults, is there anything that we won't do to keep that feeling alive in our hearts? In sailboat racing, we remember that feeling. We feel it as the boats charge the start line, in a well-executed tack, in a crowded mark rounding, in a critical spinnaker gybe, in a tight finish, in the camaraderie of the cockpit. We are intensely alive in the moment, and we ask for nothing more.

\*\*\*\*\*

The sailor returns home from the race, and tiptoes upstairs to check on the children. Her six-year-old is still awake, and asks sleepily, "Mommy, when can I go racing with you?" An answer is murmured, and the blanket re-tucked. Her husband is reading in bed, and he places a bookmark into a well-thumbed copy of *Racing Tactics*, as his wife turns out the light and slips into bed.

"Good race?" he asks.

She smiles happily in the dark. "Is there any other kind?"

\*\*\*\*\*

The article above is reprinted with the author's permission and along with other essays can be found at his blog:

<http://www.sailblogs.com/member/ditchracer/>

Life in the Ditch

A factually challenged chronicle of cruising and racing on the Columbia River

About the author: The author races a Merit 25, *Nausicaa*, in a one- design fleet on the Columbia River in Oregon. He is co-author of a chapter in *Sailing--Philosophy for Everyone: Catching the Drift of Why We Sail*, Wiley-Blackwell (Patrick Goold, ed.) 2012.

*Contributed by David Simpson*





# Okanagan Dive Club's Winter Dive

**O**n Thursday, December 27, 2012 three members of the Okanagan Dive Club (ODC) (Claudio Furlan, Allan Hesketh and Richard Wood) were given supervised access to our docks for the purpose of performing their annual winter dive. In the past the ODC have performed their winter dive at Ellison Park on Okanagan Lake but for the past two years have requested they be able to dive in our basin, giving them a change of environment and the opportunity to do a community service by recovering garbage and other items that has fallen off the docks or boats within the basin.

As reported by Claudio, the weather that day was overcast and calm with an air temperature of a chilly minus 1 celsius and the water temperature was a balmy 5 degrees with good visibility to 20 feet. They were underwater for a full 45 minutes during their one dive of the day.

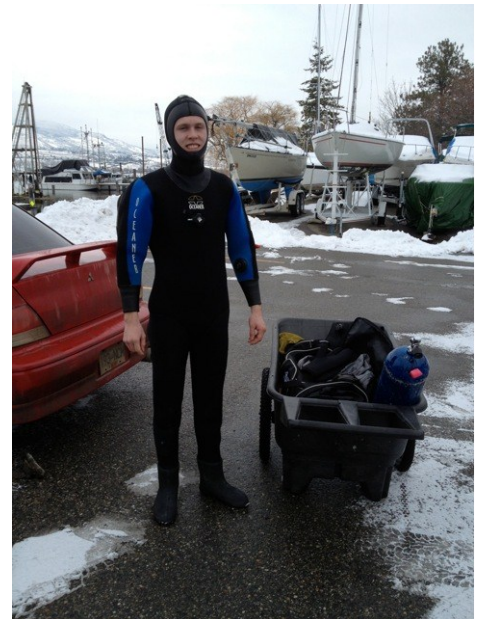
Entering the water off the far end of "D" dock they reached a maximum depth of 39 feet and began immediately looking for a full size battery they had actually discovered near the end of this dock on their dive the previous December but did not have the equipment to recover it at that time. This year they were able to locate the battery after only about a half minute into their dive.

This year they brought with them a lift bag, solely for the purpose of being able to retrieve this sunken battery, tied it to the battery then used their spare air tank to fill the lift bag and raise this sunken treasure to the surface and removed it from the water onto the dock at the end of

their dive. The battery was delivered by the ODC dive team to Vernon Battery for proper recycling afterward.

The dive team members then continued with their dive under "D" dock towards shore, going about halfway before turning west to turn their attention to "C" dock collecting debris off the bottom until their bags were full.

Treasure the dive team recovered from the bottom consisted mostly of bottles, cans, crocs, pieces of tarpaulins, a large sun umbrella, a rectangular sheet metal box and a garden hose. All of the bottles and cans retrieved were placed into our recycle bins inside the front gate (which unfortunately during boating season far too many of us also seem to use as a garbage can for some reason) and the rest of the items were disposed of in our large, proper garbage bin located just outside the gate.



On behalf of the members of the ODC Claudio asked me to express their sincere thanks for allowing them the opportunity to conduct their winter dive in our basin for the second year running and which they hope to do again next year.

*Craig Williams*



# Minutes Summary

By Pamela Miller

November 27, 2012 AGM

## Call to order time: 7:25pm

Mike Thomas asks the Sergeant at Arms, Craig Williams for confirmation of a quorum of 65 members (20% of VYC membership in good standing). A quorum is confirmed by Craig.

## Commodore's Report: Mike Thomas

On my preliminary agenda, I stated that there would be a motion to amend our By-laws to permit Proxy voting and also to consider a proposal to credit eleven members for 50% of the \$6000.00 initiation fee which they paid between the years of 2007 and 2009. I was recently advised that these two items are not legally permitted to be on the agenda. According to the B.C. Societies Act, the membership should have been advised **in writing** of the Notice of Motion for both Motions, at least fourteen days before the AGM. I am sorry to disappoint the members who are affected by this decision but we do plan to hold an Extraordinary Meeting on January 14<sup>th</sup> at which time we can revisit these motions. The additional meeting is now necessary in order to comply with By-Law 19 of the Vernon Yacht Club By-Laws which outlines the procedure for amending any of our By-Laws.

## Rear Commodore's Report: Ed Kinnear

Kitchen renovations were underway when I joined the Executive and I believe that these improvements have made the facility more functional as well as allowed us to comply with request from the inspecting authorities.

There have been some concerns expressed about the absence of ladders and life rings on our docks to assist someone after they have fallen into the water. We have placed an order and you should begin to see this safety equipment installed this winter.

## Selection of Executive officers and Directors for 2013:

As we did not follow the correct nomination procedure, we will be holding an Extraordinary Meeting on Jan 14, 2013 at which time we will elect the new Executive. In the meantime, we need to form a Nomination Committee which consists of a past commodore plus 2 members in good standing.

## General Discussion:

Mike invited David Lane to speak about the motions he put forward. David said that the 2 motions he put for-

ward to the VYC Executive in advance of the AGM, were not put on the agenda nor were they handed out as new motions and addendums. Mike Thomas and David Atkins mentioned that in order to address David Lane's motions there needs to be a By-law change and that a By-law change needs a minimum 75% of membership votes to pass. The motions put forward by David Lane could not be addressed before changing the By-law and those motions were therefore not added to the agenda.

## Awards and Presentations:

Mike Thomas announces that the **Commodore's Member of the Year Award** goes to Ms. Hanny Kooyman. Hanny and her team are responsible for the publication of the VYC's monthly Tiller Topics and the many photographs of VYC activities and events. Mike extends his congratulations to Hanny as VYC's 2012 Commodore's Member of the Year. New members included in the '**Taking the Dip Club**' were announced. This award is for members who went for an involuntary swim during the last boating season. For 2012 there were two lucky nominees: M.J. Watson and Patricia Rudersdorfer.

Our volunteers are extremely important to the operation of our Club. These folks generously donate their time and expertise which we would normally have to pay for and this would result in increased moorage fees. Rather than choose one volunteer for this award we have decided to draw 2 names from the following list of nominees: John Halper, Larry Gilchuk, Ken Smith, M.J. Watson, Tom and Janet McKenzie, Terry Rudersdorfer, Vic and Annette Romaszewski, Rob Mathews, Fred Haight, Ron Paziuk, Ron Heuman, Norm Enns, Craig Williams, Maureen Soichuk, Chuck O'Grady, Bob Montguire and Annie and Gerald Gustafson. We will now choose 2 names at random: Craig Williams draws 2 names for **Volunteer of the Year Awards**.

Rob Matthews and Vic and Annette Romaszewski Mike Thomas then announces the **VYC Employee of the Year Award**. The recipient is Corrine Kirton.

Craig Williams draws for the **2013 Free Membership Prize**. The free membership goes to Valerie Harvey.

*Full executive meeting minutes are available in the office.*



# History Page

by Ken Peters

Ken Peters has given us a folder full of material he gleaned from the archives of the Vernon Museum; it's all about the Vernon Yacht Club. We are allowed to use it with permission from the museum.

In the next few months you will find parts and pieces from Ken's historical detective work in our newsletter. Thank you so much, Ken.



SS Sicamous leaving, going past the end of the TRANSFER WHARF. The pilings from this wharf go right through the Yacht Club area.

Photo from circa 1926. (Vernon Museum #13725)

Vernon News Feb 6, 1955

## Yacht Club May Build New Ramp

Construction of a new clubhouse and launching ramp at Okanagan Landing are prime points for discussion at the annual meeting of the Vernon Yacht Club scheduled for Wednesday night, February 8.

The meeting will take place in former Women's Institute Hall at 8 o'clock, with 1955 Commodore John Dedora in the chair. Amos Baker is vice-commodore.

Among other business is election of officers for 1956; annual committee reports will be heard and films shown.

Vernon News Feb. 3rd, 1956

## Yacht Club Will Build New Ramp

Vernon Yacht Club, which held its annual meeting January 28, is going ahead with a plan which will be of interest to all boating enthusiasts – a launching ramp for all sizes of craft. **The ramp will be completed within the next two or three months so it**

**will be available for spring launchings. It will be built at the end of the road within the new Yacht Club site and will extend approximately 100 feet out into the lake. It will be available to all boat enthusiasts.**

The clubhouse, which at the present time is located next to the embankment on the club property, will be moved closer to the edge of the lake and set up on a new concrete foundation. The clubhouse in time will be renovated to more pleasantly meet the eye of the public.

Although an enthusiastic number of members attended the meeting, the club would like to see more yachting enthusiasts out to the meetings and entering into the discussions.



# VYC 2013 Boat Show

**W**e have agreed on the date as  
**May 4/5 2013.**

A new feature this year will be an attempt at increased participation with the inclusion of water sports demonstrations, which we hope will include wake boarding, diving, paddle boarding, kayaks and fly fishing. (Any other ideas??)

**We will be looking for volunteers** to help in a number of these events, as well as the usual help with everything else involved in getting this off the ground. So anyone interested can help by signing up now, and giving us a few hours of time to get this show on the road.



(A sign up sheet will be posted at the Club Jan.1st 2013)  
I can be reached at 250-308-8633 (Cell) or [rpmcdn@aol.com](mailto:rpmcdn@aol.com)

Thanks for your help, let me know if you need any other information.

regards,

*Rob Mathews*

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## @ E-mail addresses requested by our office manager

Have you ever wondered why you never receive any of the notices Marnie, our office manager, sends out to VYC members by e-mail?

There are several problems that cause this to happen, says Marnie:

- 1) Some members have never given me their email address.
- 2) Some members ask to be removed from my broadcast list for the winter but then do not tell me to add them back on in the spring. I depend on the members to inform me to put their e-mail address back on the list.
- 3) Some people change their email addresses and forget to let me know.

So.....if you wish to keep informed on what is happening at VYC, would you please let our office manager know and give her your current e-mail address.

Send to:

[office@vernonyachtclub.com](mailto:office@vernonyachtclub.com)



**Cell-250-306-0505**

off-250-545-5371

fax-250-542-3381

1-800-434-9122

[hollycolovos@royallepage.ca](mailto:hollycolovos@royallepage.ca)

# The Gang Plank

## WINTER FOOD SERVICE



**Thursday: Appetizers 5:00-7:00 PM**

**Friday: Steak or Salmon 5:30-8:30 PM**

**Or Weekly Buffet as per Dec 14**

**Saturday: Soup & Bun 12:00-3:00 PM**

**Sunday: Brunch 10:00-1:00 PM**

**Select Appetizers \$ 11.25**

**Steak or Salmon \$ 14.50**

**Soup & Bun \$ 4.50**

**Soup & Sandwich \$ 7.95**

**Brunch \$ 11.25**

**HST included**

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# Tale of the Cat's Ass

By Al Cotton



In 1996 at the Kelowna Boat Show I saw my first MacGregor 26X. It was love at first sight and a "gotta have it". Shortly after that I lost my job after 26 years; so I had to get creative in order to afford it. Thus, Go With the Wind Cruises began. I bought the boat on my line of credit and simply paid the interest each month, writing it off on my income taxes. The same thing applied to my moorage fees at the KYC. My first year doing the cruises was pretty slow but it allowed me to spend a lot of quality time on the Cat's Ass rather than working. I found it was easy to single hand and all I had to do each day when I didn't have a cruise was fill the cooler. This sure beat sitting behind a desk every day; and I even looked forward to getting up every day to "go to work".

Each year business picked up and I began to learn the ropes (lines). I found I enjoyed meeting new people which was the only thing that I missed from my old job, and my spiel on the cruises expanded. I was soon able to relate amusing anecdotes of previous cruises (like the fat lady

stuck in the head).

The large cockpit compared to a lot of pricier boats was a natural for doing cruises and it was easy to make sailing look simple to the novices; as I single handed for the first seven years. It was a learn as you go business; but each cruise got easier and I found many of my guests were interested in buying a Mac so I was able to tell them about options they may or may not use. (Drink holders were high on the list.) I spent many nights on the boat both in my slip as well as gunk holing on the lake.

I wasted a lot of money in advertising until I realized what worked and what didn't. I also got a lot of business for the dealership in Vancouver where I had bought the Cat's Ass in 1998. Gerry Berg, the dealer and I had a great relationship and he repeatedly sent me stuff I needed prepaid and at no charge. My link to his website was also a bonus as guests who were considering a Mac would go out with me as opposed to going to Vancouver. Obviously I was pro Mac and gave the straight goods to guests as opposed to having a

salesperson beating on them. When I

first got the Cat's Ass I was told by one purist (?) that the interior looked "like the inside of a fridge". True, but a little windex and 20 minutes and it gleams. Having no woodwork is a bonus; because after a few years a labor of love turns into a chore.


Now 15 years later my "great mate" Jo and I still love doing what we're doing and now have a "C" (for Cotton) dog, Shadow, who loves being on board. We've also met hundreds of people from all over the world and the Cat's Ass is paid for and the Credit Union is happy. It's been loads of laughs and fun and we look forward to many more to come...

Al Cotton

"There are tall ships and small ships, but the best ships are friendships."



# February 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 Lounge Hrs. 4:00—11:00PM	2 Lounge Hrs. 12:00—8:00PM
3 Lounge Hrs. 10:00—6:00PM <u><b>Super Bowl</b></u>	4	5	6 Lounge Hrs. 4:00—8:00PM	7 Lounge Hrs. 4:00—8:00PM <b>Dance Lessons 7-8PM</b> 	8 Lounge Hrs. 4:00—11:00PM	9 Lounge Hrs. 12:00—8:00PM
10 Lounge Hrs. 10:00—6:00PM	11	12	13 Lounge Hrs. 4:00—8:00PM	14 Lounge Hrs. 4:00—8:00PM <b>Dance Lessons 7-8PM</b>	15 Lounge Hrs. 4:00—11:00PM <u><b>Open jam night</b></u>	16 Lounge Hrs. 12:00—8:00PM
17 Lounge Hrs. 10:00—6:00PM	18	19	20 Lounge Hrs. 4:00—8:00PM	21 Lounge Hrs. 4:00—8:00PM <b>Dance Lessons 7-8PM</b>	22 Lounge Hrs. 4:00—11:00PM	23 Lounge Hrs. 12:00—8:00PM
24 Lounge Hrs. 10:00—6:00PM	25	26	27 Lounge Hrs. 4:00—8:00PM	28 Lounge Hrs. 4:00—8:00PM <b>Dance Lessons 7-8PM</b>		