

Vernon Yacht Club

Tiller Topics



Pub. Mail Agreement No.40650589

Return Undeliverable Canadian Mail to:
Vernon Yacht Club
7919 Okanagan Landing Road
Vernon, BC V1H 1H1

Delivery Address:

October 2013

INSIDE THIS ISSUE:

⇒ Executive Report	Page 3
⇒ This and That	Page 4
⇒ Members' Classified	Page 5
⇒ Reports	Page 6/7
⇒ Office Manager's Message	Page 8
⇒ Invasive Mussel Monitoring Program	Page 9
⇒ Womens Regatta	Page 10
⇒ Vernon Power & Sail Squadron	Page 11
⇒ Gang Plank Menu	Page 12
⇒ 2013 Calendar of Events/ Winter Power	Page 13
⇒ Rib Off!	Page 14
⇒ Reports	Page 15
⇒ History Page	Page 16/17
⇒ Electric Shock Drowning Article	Page 18/19
⇒ For Sale	Page 20
⇒ VYC Clothing	Page 21
⇒ Comedy Corner	Page 22
⇒ Minutes Summary	Page 23
⇒ Calendar	Page 24

Coming Events



Crane Day!
November 2, 2013

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 1H1

Name:	Position:	Home:	Work:	Cell:
Mike Thomas	Commodore	545-8501	545-8501	549-0320
Lawrence Johnson	Vice Commodore		260-8003	
Ed Kinnear	Rear Commodore	542-7551		307-7120
Val Harvey	Staff Captain	542-5339		309-7379
Jerry Spelchan	Fleet Captain	545-4564		549-0051
Patrick Lett	Treasurer	545-9115	545-7117	938-3113
Pamela Miller	Secretary			206-0253
Tim Amy	Past Commodore	542-6322	833-2444	833-2444
Ron Heuman	Director 2 year	558-1063		
David Atkins (By-laws)	Director 1 year	542-2668		
Craig Williams (Publicity)	Director 2 year	503-8993	558-1111	503-8993
Jaron Chasea (Membership)	Director 1 Year	542-0800		550-9859
Barry Stack (House & Grounds)	Director 1 Year	545-8345		309-7738
Gerald Gustafson	Director 2 Year	558-4296		351-9867

Contact Information

Phone	545-5518
Fax	545-0388
E-mail address	office@vernonyachtclub.com
Website	www.vernonyachtclub.com
Office Hours	Monday and Thursday 8:30am till 2:30pm
Office Manager	Marnie Williamson
Bar Manager	Jay Langton
Kitchen Manager	Corinne Kirton
Housekeeping	Mary Jean Watson

Tiller Topics' Team to date:

Rebecca Phillips	-Layout & Design
Frances Warner	-Proof Reading
Rebecca Phillips	-Mailing
Terry Rudersdorfer	-Website

Regular Contributors:

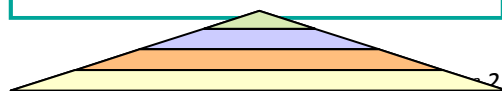
Dave Atkins	-Messing about in Boats
Carol Craske	-Valley Girls
	-Racing
Ron Heuman	-Security Team
Rebecca Phillips	-VYC Store
Doug Stewart	-CPS News
Hanny Kooyman	-History Page

Submissions for Tiller Topics : tiller@vernonyachtclub.com

Deadline for submissions: The first Sunday after each executive meeting

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.

Executive members and many occasional writers and photographers.



COMMODORE'S REPORT

Mike Thomas



Greetings everyone.

It seems that I track the progression of our boating season by the staging of our traditional events, rather than using my calendar. The most recent such event was our annual **Pig Roast** and as usual, we sold all available tickets and without a doubt, everyone had a fabulous time. Our sincere thanks to our **Entertainment Director Gerald** and his wife **Annie Gustafson** for their enthusiastic organization and staging of this important V.Y.C. event and of course we also thank their support team of our many volunteers for their gener-

ous help. Success takes work and these folks all did their part. I have asked Gerald to provide more details and you will be able to read more in his report in this issue.

Technically speaking, the actual date of Fall will be September 22 this year, but, as far as I'm concerned, it's Fall already and your executive has been discussing the dates for boat lift or **Crane Day** and the turning off of the water supply to the docks. **Ed Kinnear**, our *Rear Commodore*, has fixed the date for turning off the water supply to the docks and winterizing the Pump-Out Station. **Jerry Spelchan**, our *Fleet Captain*, has been in contact with **Bill Crum** and the date for **Crane Day** has been set and you will all be advised of both dates in this issue of Tiller Topics as well as by Email. **Corinne and Jay** are planning a **Thanksgiving Dinner** for October 12 and our annual **Halloween Party** is planned for October 26th. So, as you see, it's **Fall** at our Club.

In closing, I should advise you that our Executive Nomination Committee has been formed in preparation for Annual General Meeting on November 26. Very shortly, you will all be advised of the executive positions which will become available. Past Commodore, **David Atkins** has kindly agreed to act as our Nomination Committee chair and he will be ably assisted by Director **Ron Heuman** and Fleet Captain **Jerry Spelchan**. I should mention that I have served on the Executive since 2009 and I can personally assure any of you who have an interest in the direction of our Club that it has been a rewarding experience and something you should all seriously consider. Time's flying! Get out on your boats and enjoy the lake while you still can. Best regards, Mike.

VICE COMMODORE'S REPORT

Lawrence Johnson



Hello again everyone,

It has been an eventful month. Our annual Pig Roast was a big success again this year and my thanks to those of you who attended.

The year is fast coming to an end and planning for the new year is upon us. I am hoping to hold a meeting to review the Long Term Planning for the Club in October and would like to invite all members who are interested in participating in this meeting to forward your name and contact information to me at lajohnson1@shaw.ca

Looking forward to hearing from all those interested in participating. Enjoy the rest of our boating season.

Regards,

Lawrence Johnson
Vice Commodore
VYC

On another note...the recycle bin

Conveniently, as you leave the Club after a long day on the water there are recycle bins inside the gatehouse for your returnable drink containers and a garbage bin for all else. The recycle bins are intended for your returnable drink containers only. So the cardboard box your 12 bud cans came in or remnants from your lunch (ie: pizza boxes) or your little ones bum wrappers do not go in this bin. This garbage goes in the big blue garbage container just a few short steps past the gate in the parking lot. During the boating season with all the activity at the Club and on the water these bins fill quickly so please use them as they are intended.

In consideration to others please be sure you put only recyclable drink containers in the recycle bins and your garbage in the garbage bin.

Thank you for your cooperation:-)



PANDORA®
UNFORGETTABLE MOMENTS

Gregory's
FINE JEWELLERY

Trust, Quality, Service!
3107-30th Ave. Downtown Vernon
(Beside Nolan's Pharmasave)
250.545.7570 • www.gregorysfinejewellery.com
Spread the Love!

Find us on
Facebook

U.S. Pat. No. 7,087,107 • © 2011 Pandora Jewelry, LLC • All rights reserved • PANDORA.NET

24 HOUR EMERGENCY SERVICE 1.888.665.6775



OKANAGAN RESTORATION SERVICES LTD.

VERNON 250.542.3470
Other Locations in Kelowna & Penticton
www.okrestore.com

 FIRE	 WATER	<ul style="list-style-type: none">• Fire & Smoke Damage• Water Removal & Drying• Sewer Backup• Content Cleaning• Wind Damage• Mold & Asbestos Removal• Break & Enter / Vandalism• Odour Removal• Vehicle Impacts• Crime Scene
 WIND	 SMOKE	
 MOLD	 B&E	

FULL RESTORATION SERVICE • INSURANCE APPROVED • ALL TRADES CERTIFIED



Members Classified Ads - Free Classified Ads.

Drop your ad off at the Club or e-mail to tiller@vernonyachtclub.com

Ads will be posted for the duration of four months. (Inform the editor if you would like to renew.)

"Stolen Time" is for sale.

Capri 25 Racer/Cruiser Fixed keel, Sloop
7.5h.p. long-leg Evinrude (2cycle), dodger, fixed boarding
ladder, UHF, porta-potti.

Near-new dacron genoa & main (w. cover), like-new
blade & storm jibs, 2 spinnakers w. pole.

PHRF 182 Freshwater
club raced only.

Asking \$9500

Ph. Phil Nielsen @ 250-545-1178

Wanted a Sailboat cradle or trailer for winter storage of our 27 foot sailboat.

Would either like to buy cradle/trailer or buy a share in same. If you have a sailboat and a cradle and are OK with taking your boat out of water every second year, we would be interested in buying a half share in the cradle/trailer.

Call David or Karol at 250-542-2207

Gandalf is ready to go!

32' Bruce Roberts Cutter.

New main sail, revamped motor and electrical this Summer. Mast with perco spreader lights ss sail track, lines and rigging, anchor light fully replaced 2002.

The layout of the salon is perfect for entertaining or just relaxing on the hook. Price drop. Moving, must sell, make me an offer. Offered at **\$22,000 OBO**

Call Michelle @250 540 9770 or
email michelledallyn@yahoo.ca
Make me an offer.



Great sailboat with lots of upgrades for sale

Description: 25' sailing sloop with 8' beam and swing keel.

Features: 4 sails, VHF radio, depth and fish finder, autopilot tiller, 9.9hp Yamaha outboard, roller furling, trailer included.
Recent survey 2011

Upgrades 2012: Cabin lights replaced with LED's, masthead and steamer lights installed, new windex, water pump added and sink taps replaced, new starter battery and battery charger installed, Sirius satellite installed with cockpit speakers, new Anderson winches, new Jabsco head with holding tank and diverter valve installed (never used), new fire extinguishers, new opening port hatches, deck-wood and tiller refinished. New paint and bootstripe.

Contact: Brent 250-307-1042 for inquiries



REAR COMMODORE'S REPORT



Ed Kinnear

The great weather continues and so are the excellent boating conditions at the time of writing.

I do not have a great deal to report this month but for those who have been looking with concern at the log breakwater and the entrance to the Yacht basin we will be doing some maintenance and upgrading. Valley Pile Driving has presented a plan to tighten things up and has ordered a load of logs for use as needed.

Please report any concerns with your electrical supply at your assigned slip. We are seeing power cords strung across the dock and not only can this be a tripping hazard but it could also indicate a problem with a circuit.

Ken Smith has done a good job staying on top of our ongoing maintenance around the Club which means that we will not need to put a call out for volunteers to have a fall clean up. Of course there are always small jobs that come up now and then so if you would like to do a little painting or whatever, let Ken or one of the Executive know. If any members are aware of a maintenance issue that has been missed please let the office or one of the Executive know about your concern. We do continue to monitor the suggestion box near the fireplace in the lounge.

Over the next couple of months you may be approached to consider running for Executive. This is a good time to get involved even at the director level if you have concerns about the operation of the Club or believe you have a skill to offer. Also take note of the opportunities available on the volunteer sign-up board at the top of the stairs in the lounge.

If you haven't used up your Yacht Club account dollars this is a good time to get down to the Club for one of the dinners or bring a guest down for a refreshment. I am always surprised at the amount of money the Club takes in when those accounts are left unspent at the end of the year.

I would also like to remind everyone that we will try to have the Sanitary pump out and dock water lines winterized by the end of the weekend of October 20th. Make sure you have your waste tanks pumped by that time.

Take Care,

Ed Kinnear

MEMBERSHIP DIRECTOR

Jaron Chasca

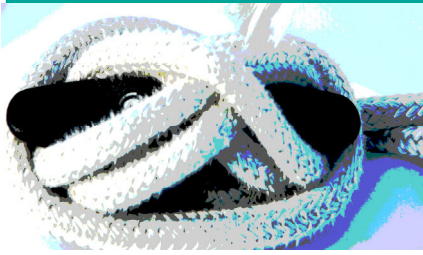


We are getting requests for Regular members wanting to go to Affiliate membership so I am reminding everyone that this has to be done in writing to our club office by Sept. 30th at the latest. It should be noted that an Affiliate member has the same rights as an Associate member but can come back on as a Regular member without having to pay the initiation fee.

We also had a member that joined earlier this year requesting a refund of his initiation fees and remind everyone that there are no refunds granted as per Part #2, Para. #8 of our Rules; A member may exercise his right to resign from the society at any time. "There shall be no refund of any monies."

One new Associate member joined this month, please welcome Kimberly Milligan to our club.

Submitted by Jerry Spelchan on behalf of Jaron Chasca
Membership Director



OCTOBER..... VYC SNOWBIRDS **BID ADIEU... SEE YOU IN APRIL (TAX TIME!) By Ron Heuman**

Yup, it is that time again when many of our VYC friends head off to the land of no snow, and poor hockey teams. Boats will soon be placed on the "hard", a sure sign of winter months a'comin'. And, glory be, our roadways will be passable.

The VYC Security Team is still being vigilant! However, not all is perfect as a report came in that a member lost 90 liters of fuel while moored on D dock....What is happening?? Please keep an eye out for unknown persons prowling around the marina. One may be the thief! Also noted is the number of young folks wandering about by themselves, guess what? Members are giving

their key cards out! Remember this is in violation of the Moorage Regulations. VYC Security is every member's business!!

Ten months on the VYC Executive and enjoying the experi-



ence. Lots of good things are happening at our Club, with plenty of activity in the Gangplank Lounge with the many social events. October is the month when rumours fly about who is considering running for an

Executive position. A very positive indicator of membership interest is to have more than one person vying for an Executive position... we will see how it goes, stand by for nomination sheets to be displayed in the Clubhouse.

Many thanks to the ad hoc committee of Gerald Gustafson, Jerry Gautreau, and Gary Hack for their many hours in reviewing and updating the Moorage Regulations. Final approval is expected at the October Executive meeting.

Hockey season is here, NFL football is here, World Series baseball is heating up, CFL is getting exciting and there will be some extra-ordinary fall boating times in October... get out there and enjoy..... keep Vigilant!!



FOR SAIL...oops, I mean Sale :)

2006 MacGregor M26 Motor -Sailor!



Excellent condition with Honda 50 hp outboard (low hours) and 2 fuel tanks; includes trailer, VHF, GPS, Mapreader/Fishfinder; 2 batteries with charger, switching and shore power; 3 sails, mast raising system and roller furling; 2 anchors with rode; bimini & dodger, barbeque, enclosed porta-potti, galley area with single burner stove and sink; all cushions, 4 fenders and custom keel protection; plus additional extras. All ready to motor or sail. **Reduced to \$25,000.00 OBO for immediate sale.** Sailed on Okanagan Lake.

Please call 250-554-2492

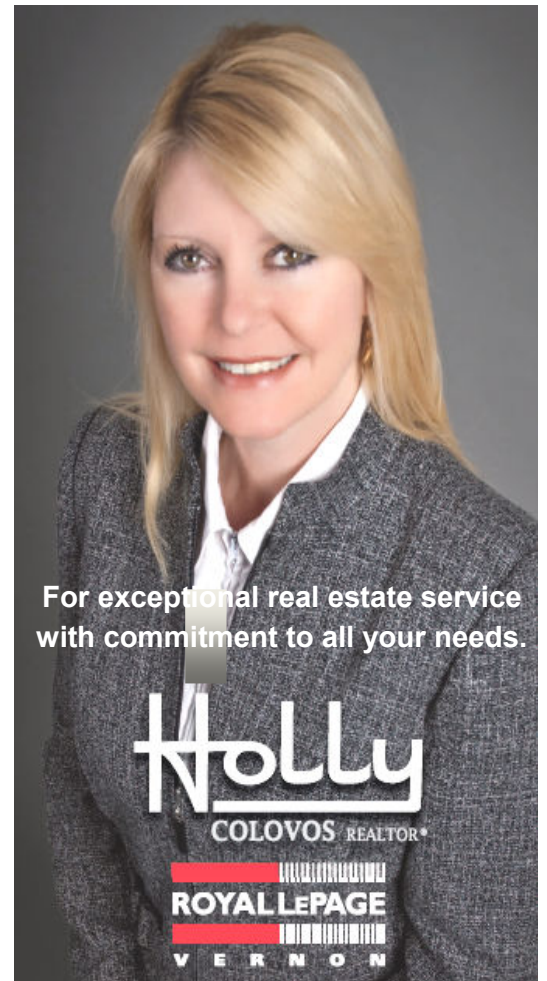
or email bbey@telus.net for further details.

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



- ⇒ SNOWBIRDS: Remember you can pay for 2014 membership and moorage with a postdated cheque, visa or mc which Marnie keeps in the office safe until January. Don't forget!!
- ⇒ Have you moved or changed your email in the past 6 months? Make sure the office has your new information.
Email office@vernonyachtclub.com
- ⇒ **Please remember to forward a copy of your boat insurance renewal to the VYC office.**
- ⇒ Have you been receiving the weekly email notices of Gang Plank news? If not, it could mean I have an incorrect address, so please email the office and ask for it to be updated.
- ⇒ **Membership cards** are now available. You will be able to pick them up at the office or Gang Plank.
- ⇒ Office is open Monday & Thursday 8:30 – 2:30.

Thanks, Marnie



For exceptional real estate service
with commitment to all your needs.

Cell-250-306-0505

off-250-545-5371

fax-250-542-3381

1-800-434-9122

hollycolovos@royallepage.ca

Well Said...

'The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.'

William Arthur Ward

Do you have a super spectacular recipe you would like to share with your fellow members? Send your recipe to tiller@vernonyachtclub.com and we will start a 'home cookin' page!



August 23, 2013



Invasive Mussel Monitoring Program Established in Okanagan Lake

SUMMERLAND, British Columbia – Invasive mussels - they aren't here yet and we don't want them.

That is the message being reinforced by the Okanagan and Similkameen Invasive Species Society (OASISS) this week.

The non-profit society has collaborated with several organizations this summer to spread the message about keeping Zebra and Quagga Mussels out of the Okanagan-Similkameen. These invasive European mussels are not believed to occur in BC but could easily be transported here from infested lakes in the United States or the Great Lakes region of Canada. They were introduced to North America in the late 1980s.

Currently, there are no mandatory check point stations in BC, unlike western US states such as Idaho, where you cannot launch a boat unless you have been inspected. The Okanagan-based society launched a campaign this summer to educate recreational boaters about the dangers of invasive mussels and what they can do to prevent their spread.

"It would only take one boat infested with mussels to enter a lake in BC and there would be no turning back. We are trying to encourage everyone to take responsibility to help prevent invasive mussels from entering our waters," states local biologist Lisa Scott, who is also the Coordinator of OASISS.

Zebra and Quagga Mussels are thumbnail sized, freshwater mollusks that rapidly colonize hard surfaces and can clog water-intake structures, impact recreation and devastate local fisheries. In the Okanagan, the effects of their invasion would be felt at the commercial activity level, throughout the tourism sector and at the ecological level. Direct costs and lost revenues are estimated to be in excess of \$45 million per year.

The society has recently partnered with local yacht clubs, marinas and other organizations to set up monitoring stations in key locations throughout the Okanagan Valley. One of those locations is the Vernon Yacht Club. An 8-metre long rope with small sections of PVC piping and plastic mesh was secured to one of the docks at the yacht club and launched into Okanagan Lake. The pipes and mesh provide an artificial surface for the invasive mussels to attach too. It's proven a useful monitoring tool in the US. A sensor is also attached to the apparatus to record temperature and light. Members of OASISS and the yacht club will monitor the surfaces monthly until October, when it will be removed for the winter. Then the process will start all over again next spring.

"We are highly optimistic that we won't find anything, however it's important we monitor to be sure the mussels have not arrived," said Scott. For more information on European mussels and other invasive species, go to www.oasiss.ca.

About Okanagan and Similkameen Invasive Species Society (OASISS)

www.oasiss.ca

OASISS is non-profit organization that is dedicated to working collaboratively to prevent, monitor and control the spread of invasive species in the Okanagan-Similkameen region. OASISS has been actively participating in the education, coordination and management of invasive plants in the Okanagan-Similkameen since 1996. In April 2012, the Society broadened its constitution to include the management of invasive animals. OASISS coordinates and implements an invasive plant treatment program on behalf of its partners, and also delivers public education, outreach initiatives and community stewardship programs. Current members include representatives from: local, regional, provincial and federal government; utility companies; conservation/stewardship groups; First Nations; forestry and mining companies; and cattle producer associations.

Lisa Scott

Coordinator, Okanagan and Similkameen Invasive Species Society

Ph. 250-404-0115

Email. oasiss@shaw.ca

Okanagan Women's Regatta 2013

Submitted by: Alan Barnes

As I drove away from West Kelowna Yacht Club, I reflected on the past weekend of sailing. I had the privilege of coaching a team in the 6th Annual Okanagan Women's Regatta at its new permanent location, the West Kelowna Yacht Club.

It all started with a call from Toni Clark, the driving force behind the event, asking if I'd like to be a coach. I said "sure". I then thought about what I had just done. I won't be able to touch a thing! I can't jump in and pull this and adjust that, take back the helm in tight spots! Not allowed... only verbal encouragement and instruction as necessary in a calm cool demeanor. What have I done? Not to be able to come to the rescue and take control, how un-manly! Calm down, I said, you can do this!

Toni set up the email intros and bam, suddenly I'm was the middle of this high energy, brainstorming session with 4 highly motivated ladies! Things like boat delivery, drinks, food, clothes needed, life jackets, team outfits etc. Instant high energy and enthusiasm!... I like it.

I met Sandy (helmschick), Becky (bow), Deb (sewer) and Joanne (everything, if given the chance!) at a skipper's meeting. I had just crawled out of my van, recovering from the festivities (live band!) put on by the West Kelowna Yacht Club the night before. They must have looked at me in horror. Did we scrub the boat's bottom for this? I filled my travel mug with coffee and went sailing.

I went over a little pre-race "goals and objectives" and sat down at the back. Three of the crew had sailed the boat before in the Kelowna Yacht Club's super successful Women's Racing Program. They told me that they had 71 registered this year! Who said sailing is dying! We did some practice tacks/ gybes and got ready for the 1st race. Dave Hayes (PRO) and his capable team set the course and decided that the 2 divisions should start at the same time. Mixing the coached boats with the more experienced and aggressive teams.... should be interesting.

By the end of the 1st day, our team was becoming just that, "a team". After every race we would go over what needed improving. These girls were sponges, totally into the sport, lots of questions and some great discussions! The team dynamics was getting worked out and the confidence was building. After the last race and our best showing, it dawned on me, "I just had one of the best days on the water that have had in a long time" and I hadn't touched a thing! Women's sailing rocks!!

That night, the Club rocked to another live band! Where do these girls get all this energy? I'm exhausted. As I crawled into my van, my only wish was, that the band play a couple of lullabies, but it didn't happen and wasn't necessary.

Three more races were run the next day for a total of seven races over the W/E. The combination of great racing, swimming between the races, superb food provided by always-helpful volunteers from WKYC, dancing, laughing and camaraderie made for one of the best regattas I have attended.

If you are interested in attending next year, go to their web site and the organizers will be more than happy to help. If you need a boat, they can do that, coach? That too!

www.okanaganracing.ca

250-558-1434 WWW.ADVERTISINGWORKS.CA

Advertising Works! Inc.

YOUR LOGO

YOUR LOGO

YOUR LOGO

YOUR LOGO

PROMOTIONAL PRODUCTS & BRANDED CLOTHING SOLUTIONS

The advertisement features a blue background with a stylized sunburst pattern. On the left, a man in a blue jacket with 'YOUR LOGO' on the chest stands next to a green pen. In the center, a white baseball cap with 'YOUR LOGO' is shown. On the right, a black and silver travel mug with 'YOUR LOGO' and a woman in a green top carrying a black bag with 'YOUR LOGO' are depicted.

CPS News

Vernon Power & Sail Squadron



The Maritime Radio Course

This course leads to the VHF Marine Radio operators certification, the ROC(M), which is required to legally operate a VHF Radio on the water. Also recommended for those who need to upgrade their ROC(M) to obtain the DSC endorsement.

The course will be presented in Monday, September 30, from 7—9 pm, and all day Saturday, October 5. Cost is \$100.

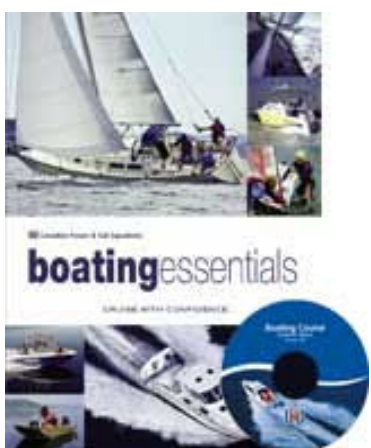
If you are interested, please call Doug at 250-549-5117, or register online at www.cpsboat.ca.



Boating Essentials

Boating Basics gets you out there, Boating Essentials brings you back. Enjoyment and safety on the water requires knowledge. Boating Essentials will take you to the next level in your boating education. Technology has changed the ways in which we navigate. However, in order to use a GPS/chartplotter effectively, you should understand the use of paper charts and coastal navigation. The topics covered in this course, magnetic compass, global positioning and charts, navigation, conning, plotting, digital charting, anchoring, lines and ropes, will increase your boating knowledge and make your adventures on the water safe and enjoyable.

Course to be offered in January, 2014. If interested, please call Simo at 250-542-5525, or register online at www.cpsboat.ca.



Saving Boaters' Lives Begins in the Classroom !

Take a Safe Boating Course From CPS

WELCOME TO THE GANG PLANK PUB

FALL FOOD SERVICE AVAILABLE:

Wednesday: Burger Night (until end Sept)	5:00 - 8:00
Friday: Steak or Salmon Night	6:00 - 9:00
Saturday: Soup & Bun/Sandwich	12:00 - 3:00
Sunday: Brunch	10:00 - 1:00

MENU :

Burger with fries & salad -Wednesday:	\$ 6.50
Chicken wings-for 10 -Wednesday:	\$ 5.00
Sandwich Saturday:	\$ 5.50
Soup & Bun Saturday:	\$ 4.50
Soup & Sandwich Saturday:	\$ 7.95
Steak or Salmon Friday:	\$ 14.50
Sunday Brunch	\$ 11.25

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

GST included in all prices

Gangplank Bar Fall Hours:

Monday	Closed
Tuesday	4:00 pm – 8:00 pm
Wednesday	4:00 pm – 8:00 pm
Thursday	4:00 pm – 8:00 pm
Friday	4:00 pm – 11:00 pm
Saturday	12:00 pm– 8:00 pm
Sunday	10:00 am – 6:00 pm

Office Open:

Monday	08:30 am–2:30 pm
Thursday	08:30 am–2:30 pm

2013 Calendar of Events

for
Okanagan Yacht Clubs

DATE	YC	EVENT
OCTOBER		
5	WKYC	Fall Clean up
6	SYC	Sailing Ends
12	SYC	Lift Out
26	VYC	Halloween Party
26	KYC	Halloween Party
26	SYC	Halloween Party
NOVEMBER		
2	KYC	Sailing Banquet
11	KYC	Remembrance Day Festivities—Water Event
19	SYC	TBA-AGM
20	WKYC	AGM
24	WKYC	Grey Cup Party
24	VYC	Grey Cup Party
24	KYC	Grey Cup Party
26	VYC	AGM

Contacts

Martin Gerard—WKYC—Commodore—myfun@shaw.ca
 Brian Jamieson—WKYC—Vice Commodore—bjamieson@shaw.ca
 Terry Jagers—WKYC—Staff Captain—mercnut48@shaw.ca
 Kathy Gabelhei—WKYC—Office Manager—wkyc@westkelownayachtclub.com
 Shannon Gall—KYC—shannongall16@gmail.com
 Marc Coderre—SYC—House Director—mlcoderre@shaw.ca—phone 250-462-5061
 Brian Wilkey—SYC—Commodore—bwwilkey@telus.net—phone 250-494-7094
 John Fitzgerald—SYC—Vice Commodore—jonny.fitzgerald@gmail.com—phone 778-516-0112
 Marnie Williamson—VYC—Office Manager—office@vernonyachtclub.com—phone 250-545-5518
 Mike Thomas—VYC—Commodore—thomas_m@telus.net
 Lawrence Johnson—VYC—Vice Commodore—lajohnson1@shaw.ca
 Harvey Ryll—PYC—mryll@live.ca

Winter Power

Initial winter power meter readings begin Nov.3. Hopefully everyone will have established their winter moorage by Nov.17. Winter power will only be available on Docks D and E as usual. Power will be off on Docks A, B and C until the end of March. If you have signed up for winter power and have to relocate from Docks A, B or C, **PLEASE** choose a slip with a metered outlet.

I hope to have all metered outlets clearly relabeled by early October. For our few Yacht Club members winterizing their boats who need power for their battery charger and will not use any kind of heater please contact me at adubeski@shaw.ca.

I have ordered 5 more meters to cover more slips on D and E for our members' regular moorage, but most of the electrical panels are near capacity.

Allen Dubeski

10th ANNUAL RIB OFF, A GREAT SUCCESS!!

Special thanks to the Chefs:

- ⇒ Ciy Young and his sous chef Vic Romaszwski
- ⇒ Jerry Gautreau and his sous chef Gerald Gustafson
- ⇒ Susan Mathews and her sous chef Denise Dobie
- ⇒ Cynthia Fox and her sous chef Pam Storey
- ⇒ Katie Montquire for her wonderful baked beans

Also thank you to all the volunteers and staff that made the Rib Off a great success.

Part of this fund raiser is the silent auction. We rely of donations from our members so thank you to:

- ⇒ Marnie Williamson
- ⇒ Lisa Salt (Salt Fowler RE/MAX)
- ⇒ Vic & Annette Romaszewski
- ⇒ Gary Bertrand
- ⇒ Bob Montquire
- ⇒ Terry Moorhouse (Okanagan Restoration)
- ⇒ Wendy Burton
- ⇒ Jay Johnson (Advertising Works)
- ⇒ Rob & Susan Mathews
- ⇒ Blue Heron Pub



Total raised for the Captains Care Club was \$2,018.90 during this event, which brings our account to a total of \$5,735.80.

If anyone has any ideas for purchases please email me @ vycmaint@shaw.ca

Ken.

2013 PIG ROAST!



FLEET CAPTAIN'S REPORT

Jerry Spelchan

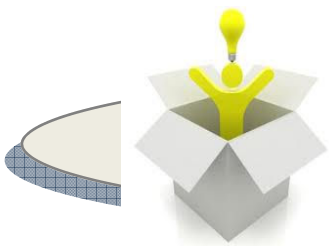


Hi everyone hope everybody has had a great year so far and that we still get a little more summer.

The Pig Roast was a huge success as usual with a large turn out from our neighboring clubs. We had 25

slip requests for Friday and Saturday Crane Day has been booked for Sept. 6th. and 7th. with 17 boats Sat. Nov. 2nd. so everyone mark that showing up due to some cancellations due to weather but those winter! Members are starting to pull members still came for the dinner boats for the season so I remind which shows how popular this event members to fill out a winter storage h a s b e c o m e . form available in the lower part of

We have had a complaint from E- the Club. The tags to put on your Dock regarding another member us- trailers will be on the candy machine ing their boat to guide them into in that area. Please mark name, slip# their slip and causing damage. I re- and phone # in case of emergency mind members that this is frowned on the trailer tag. upon unless in high wind or emer- Thank you all for your support and gency situations and you will be held co-operation over the past year. It responsible for any damage to your has been a pleasure serving you. n e i g h b o r s b o a t . Jerry Spelchan



The Idea Box

By Ron Heuman

Hey members: we are pleased to see four ideas from the Idea Box submitted for the Executives Review:

- Idea #1 Hang up Idea Box done by your Maintenance Staff
- Idea #2 Drill holes in plastic chairs.... Referred to Rear Commodore, reviewed but considered not necessary, cloths can be obtained from the bar
- Idea #3 Place bumper edges on D Dock 62 Visitors Slip.... Referred to R/Commodore.... Executive agreed to install, good show...
- Idea #4 Replace lounge baseboard heater covers... discussed by Executive; Fleet Captain will do with Maintenance Staff... well done!

Reminder to VYC Snowbirds: do not get caught in the Spring, make 2014 dues/fees arrangements with the VYC Office before you leave!!

Ron Heuman
Your Idea Box Coordinator

History Page

Compiled by Hanny Kooyman

Vernon News May 14, 1959

Yacht Club, Breakwater Opening Slated Monday

To the rattle of drums, and the piping of the Sea Cadets' bosun's whistle, The Vernon Yacht Club ensign will snap into the air Monday afternoon, marking the official opening of the Club. The Okanagan Lake breakwater, and the culmination of a dream by VYC founders eight years ago.

The dream was to obtain a yacht clubhouse, a launching ramp, and a breakwater for the north end of Okanagan Lake.

Monday's ceremony, directed by Commodore Mike Parsons, and with a color party of Sea Cadets on hand to pipe the ensign, will celebrate the accomplishment of all three of these ambitions: A clubhouse, rated second to none in the Interior; a ramp, open to tourists and residents of the district; and a T-shaped breakwater that provides a fine mooring bay at this end of Okanagan Lake.

The ramp was built by club members two years ago, and boating-tourists who previously passes Vernon by, began to stop and enjoy the lake.

Ken Peters has given us a folder full of material he gleaned from the archives of the Vernon Museum all about the Vernon Yacht Club. We have the museum's permission to reprint this material.

The clubhouse, with its handsome furnishings, modern directors' room and galley, and its hospitable fireplace, is already a meeting place for boating enthusiasts from Kalamalka, Mabel, and other lakes in the area besides Okanagan Lake.

The breakwater, which projects out 210 ft. in its T-shape width, was built by the federal government after much urging by the Vernon Yacht Club executive.

On hand to open the breakwater officially will be federal district engineer A.W. Walkey and provincial engineers. Also present for the ceremony will Hugh Shantz, MLA, city councilmen; Jim Holt, president of the Fish and Game Association; Bob Neil, president of the Okanagan Landing Association; commodores of the Kelowna and Penticton Yacht Clubs, the president of the Salmon Arm boat club, the VYC past commodores, members and guests.

A large group of boats is expected to arrive Sunday night from Kelowna, to get ready for the next day's activities, and the ladies of the W.A. to the VYC will be on hand to provide warm hospitality.

Starting with this year's Commodore, and going back to the first one

– the "Commodore with a dream", the names are: Commodores Mike Parson, Fred August, Blair Jackson, Amos Baker, John Dedora, Lorne Irvine, Dr. H. Campbell – Brown, and Dr. Leon Coursier. In Dr. Coursier's time there were only 20 club members.

Membership in the VYC is now 187. There are 162 members who own boats; two own sail ships, but the majority own outboard motor boats, and there are 20 cabin cruisers among members. Between the year 1950 and 1955 there were only 31 boats registered in Vernon. In 1956 there were 58; 1957, 89; 1958, 162- and this year there are already 162 boats registered to date.

The Yacht Club executive says there has been a recent terrific interest in boating. A short while ago, no one sold boats in Vernon, now four firms sell boats and accessories; and one dealer says he has already sold more this year than all his boat sales of last year.

Vernon's facilities to the boating fraternity means that tourists will no longer pass up this part of the Valley. The club also has an interest in Kalamalka Lake facilities, and is planning a launching ramp for that lake.

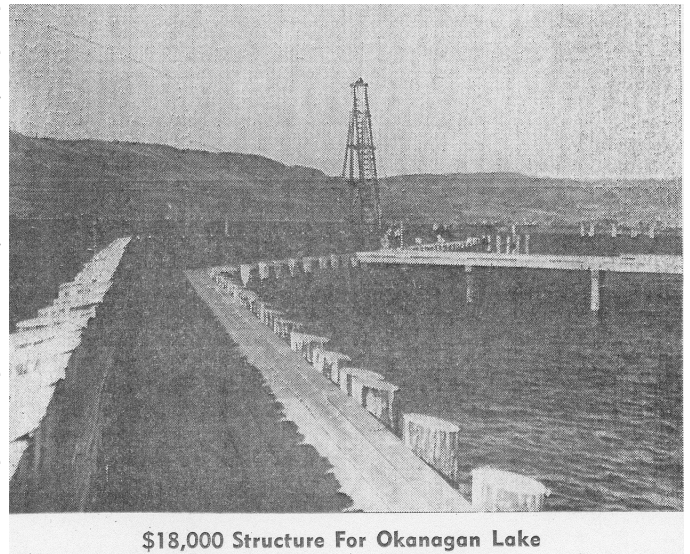
Already the club has provided water access for tourists and members on many of the surrounding lakes, and will continue to do so. Members of the club are, through VYC association, able to use the facilities of the Yacht clubs in Vancouver, Victoria and Seattle as well as those on Okanagan Lake.

There is a Junior Yacht Club for members under 21. They hold "jam" music sessions at the club, have boats, and organize cruises. This group has worked hard cleaning up the grounds of the new clubhouse, etc. All members, junior and senior VYC, do their stint at keeping everything "ship-shape."

One of the major aims of the club is to foster interest in boating, and all water sports. The club is also interested in establishing water safety rules, and in teaching proper respect for the department of transport rules for the boating fraternity.

Members of the club feel that the establishment of the clubhouse, ramp, and breakwater will be of immense benefit to the community as a whole, not only the members. It means that residents, tourists, and the Lake boating fraternity have a place to join with others who have the same interest; will be able to launch their boats; the club provides mooring and refueling facilities, and increases the interest of boating enthusiasts in the Vernon area as a place to vacation.

Opening ceremonies are scheduled for 1:30 in the afternoon, and visitors are welcome. This day will close with a dance in the clubhouse commencing at 9:00PM. A cocktail party at the home of Mr. Frank Telfer will be one of the many social events held at Okanagan Landing on Monday, opening day of the Okanagan Lake breakwater and the Vernon Yacht Club clubhouse.



\$18,000 Structure For Okanagan Lake

Messing About in Boats

by
Dave Atkins

After four years of writing a monthly article for Tiller Topics I sometimes find it hard to think of a topic that might interest the readers, and I am sure that every month there are members who don't think my thoughts are worth reading anyway. I was thinking about "messing about in boats" when I went back to the original quote from "Wind in the Willows" where the water rat uses it

to describe his pastime, which he finds so satisfying, it seems to me that our boating and our life style has changed so much that we no longer "mess about in boats". We go to the marina and either untie or launch our boat and turn the key to "ON" and then zoom around the lake for the thrill or put out the fishing lines and hope for a bite. Even the sailors seem to go out mostly to race or occasionally cruise the lake, but all these activities are purposeful and hardly qualify as "messing about". The times have changed and the pace of our lives has changed and many think that just "messing about" is a waste of time. Too bad really because as the water rat said that there was nothing quite as satisfying as "messing about in boats". Have we lost our appreciation for leisure or do we feel guilty if we spend time just "messing

about" in this age of hurry and organized activity?

I have done very little boating this year, messing about or purposeful, or otherwise mostly because of the weather. It has been one of the hottest sunniest summers that I can remember. There has been very little wind and the temperatures have been "roasting". So my usual sailing has not happened. I don't race my boat any more so my sailing can be described as "messing about" but not this year. "Messing about in Boats" is meant to be a satisfying activity but when "roasting in the sun" is included, I am afraid that I have to disagree with the water rat and say it is not the most satisfying pastime.

Dave Atkins

Electric Shock Drowning: A deadly dockside danger

By Mike Telleria

Taken with permission from the ABYC's August News letter.

Mike is a marine systems engineer and technical writer for Norhavn Yachts, an ABYC Master Technician and a long-time boating journalist At least eight deaths were attributed to faulty boat and dockside wiring in 2012. Many more fatalities were listed as drowning, though many were likely caused by electric shock drowning (ESD), some revealed as such by subsequent investigation. While ESD remains a persistent threat, heroic efforts are being made to encourage boaters and the industry to help prevent these needless fatalities. Here, through the lens of a boating family's firsthand account, we explore the danger, causes and cures for this deadly phenomenon.

Young men and women who grow up boating often have a confident, mature presence. Kevin and Sheryl Ritz were eager to give their children that experience, until an August afternoon of boating in 1999 turned deadly. They lost their 8-year-old son, Lucas, who became one of the first fully understood fatalities caused by what's become known as ESD. "One minute he was laughing and playing" Kevin Ritz says. "The next minute he was gone." In the 14 years since, Ritz has devoted his life to preventing others from knowing his pain. *Insidious* and *silent killer* are terms he uses to describe ESD. "It was a hot summer day," the story begins as Ritz, now 50, tells of the marina on the freshwater Multnomah Channel of the Willamette River north of Portland, Oregon, where he lived aboard with his wife and three young children, Ian, Lucas and Kyra. Ritz's own childhood was full of faraway foreign ports and life aboard boats. "We were going to live aboard, teach our kids school aboard and give them that amazing experience," he says. When his two boys got in the water on that fateful August day, they were wearing Type II Life jackets. They let the current carry them downstream as Sheryl kept watch on the dock – an activity kids and adults had been enjoying for years. As Lucas approached a dock to get out, he let out a gasp and rolled onto his back, apparently unconscious. Ritz, working on his boat, rushed to the scene. "I checked for a pulse and didn't find one," he recalls. "I checked for breathing – Lucas was not breathing. I immediately started CPR. I was encouraged that Lucas' color was good-I'd seen drowning victims before and their color was always so dull and gray. But I was very disturbed as I looked into his eyes while doing mouth-to-mouth and chest compressions – I kept looking into his eyes and there was nobody home." The coroner's report called it drowning. That didn't compute for Ritz. "At no time was Lucas' face in the water," he says. "He was wearing a life jacket that will keep your face out of the water, even if you're unconscious." The next day, after hearing his older son and wife use words like *tingle* and *numbness* to describe how the water felt, Ritz began looking for electricity in the water. He found it. An electrical fault aboard a boat was flowing electricity into the water. The death certificate was changed from drowning to "electrocuted in water while swimming." "I'd been around boats my whole life and I'd never, ever heard of such a thing," Ritz says. "We felt we were being as safe as we possibly could. We were completely ignorant about this." He wasn't alone. In his journey to understand what happened to his son, Ritz discovered that most in the boating industry were as unfamiliar with ESD as he was.

The Problem

Electric shock drowning has become the catchall term that includes in-water electrocution – what happened to Lucas- and drowning that is a result of becoming paralyzed by electricity in the water. There have been more than 100 confirmed cases of ESD, including four over last summer's July 4th holiday. Due to the difficulty of detection, many drownings caused by ESD are not properly reported or investigated. An autopsy won't reveal evidence of ESD, so investigators have to rely on eyewitnesses hearing cries for help or accounts of others in the water feeling a tingling sensation. Otherwise, it will be reported as a drowning. Meanwhile the real cause of death – the electricity in the water – goes undetected. While most ESD fatalities happen around boats at marinas, there have also been cases in water fountains, irrigation ditches, golf course ponds and other bodies of water dating back to the mid '80's. It's not uncommon for would-be rescuers to jump in to help and become victims themselves. There have even been cases in which people jumped in to help their dog, which survived and the people perished. Numerous factors come into play. The amount of electricity in the water; freshwater purity; the size, gender and orientation of the person in the water; the distance from the power source, etc. will influence whether a person is electrocuted, paralyzed or just feels a tingle. Regardless of the outcome, when it comes to a boat plugged into shore power, there are two problems that must be present for electricity to get into the water. The first is an electrical fault on the boat – a short circuit, a wiring error, a malfunctioning appliance – something that is sending AC electricity away from its intended path. Electricity travels in a circular loop from its source to the load – say a light bulb – and then back to its source. Hence the term *circuit*. If a fault disrupts this loop, the electricity seeks another path back to its source. A proper AC electrical system is designed to handle faults using the green "grounding" wire, which is a backup return path that completes the circuit to safely route the electricity back to the power source on shore. In doing so, a fault or short typically trips a circuit breaker to remove danger. But what happens if this backup path itself is somehow compromised – or even missing? One of these situations is the second necessary element for ESD to occur. Now we have a recipe for disaster because the only path left for electricity is through the water. The result is a potentially dangerous patch of water that radiates out from the boat's underwater metals such as the propellers, sterndrive or through-hull fittings. Anyone in this patch of water is in danger of ESD. ESD remains a freshwater phenomenon. Fresh water is highly resistant to electrical flow, so a person swimming in fresh water becomes the path of least resistance. Seawater's salt content makes it more than 500 times more conductive than fresh water. This, along with a person's natural skin/fat resistance, causes almost all the electricity to flow around a swimmer in seawater. Fresh water focuses almost all the electrical flow through the person – and it doesn't take much electrical flow to kill. Electrical flow is measured in amps. It takes only one-third (0.33) of an amp to power a 40-watt light bulb. Now consider that a Taser gun can incapacitate a person using only 2 milliamps (mA) – that's 0.002 amps.

...Continued from page 18

It takes only 10 to 22 mA (0.01 to 0.022 amps) to cause paralysis and loss of ability to breathe. At 50 to 65 mA (0.05 to 0.065 amps) fatal heart fibrillation becomes possible, and anything more than 100 mA (0.1 amp) — less than a third of the electricity required to power a 40-watt light bulb — is considered absolutely deadly.

The Solution

Ritz and others studying ESD believe the most effective way to prevent fatalities is to keep people out of the water. One of the foremost authorities on ESD is retired Navy Capt. David Rifkin, who runs a marine safety business and was part of a team commissioned by the U.S. Coast Guard to investigate the causes of ESD. In Rifkin's view, it's time for everybody to accept a new way of thinking. "The culture has always been to go swimming down at the docks," he says. "Then we started electrifying the docks with lights and shore power — but we still kept swimming. It's a tough nut to crack, but if the dock has electrical power, don't swim around it." Ritz wants boaters to be part of the solution. "The number one thing boaters can do is pass this information to all their friends," he says. "All those people who perished last Fourth of July — if any of them knew this was a possibility, I think some of them would not have been in the water." No amount of awareness is going to prevent people from falling in the water occasionally. This is where the safety standards of the American Boat and Yacht Council (ABYC) come in. The standards require an equipment leakage circuit interrupter (ELCI) — similar to ground fault current interrupter (GFCI) outlets required in residential bathrooms and kitchens — to be installed in the shore-power circuit. If an electrical fault develops and 30 mA (0.03 amps) or more try to take the wrong path back ashore (like through the water), the ELCI trips the breaker. These devices cost about \$400, and Lucas Ritz and countless others would still be alive today had these devices been in place. Buyers of new boats should confirm shore-power ELCI devices are present. The recommendation for older boats is to bring them up to current ABYC shore-power standards. Both Ritz and Rifkin are instructors for ABYC, and they have trained countless marine electrical technicians. These technicians should be called upon to inspect older boats and make the necessary fixes (a list of certified electrical technicians is available at abycinc.org). There have been many ESD fatalities caused by boaters and untrained workers making improper wiring modifications on boats. There is also plenty that marina operators can do. Some are beginning to post no-swimming signs and install dockside ground fault protection (GFP) devices — especially in areas hard hit by ESD, like Lake of the Ozarks. Some also provide monitoring and require boats leaking electricity to fix the problem or leave. The National Fire Protection Association (NFPA) and National Electric Code (NEC) offer guidance to prevent ESD at marinas, but awareness seems low. "Most marina operators don't know these guidelines exist," Rifkin says. "And the few who do know — most of them don't follow the guidelines due to cost." Still, Ritz sees marinas as a battle worth fighting. "Ultimately, protection needs to be at the marina," he says. "The European, Australian and New Zealand standards require ground fault protection on a marina's main feeders and power pedestals. They've had zero ESD fatalities in the nearly 30 years they've had this in place."

The Fight Continues

Ritz currently lives ashore with his family in Scappoose, Oregon, a stone's throw from where his young son's life was taken in 1999. His latest effort has been to create the Electric Shock Drowning Prevention Association (electricshockdrowning.org), which is intended to bring professionals together to help marinas get on board with ESD prevention. "I don't think there is a single individual who has done more to help the cause of ESD awareness and prevention than Kevin," Rifkin says. "I guarantee lives have been saved through his efforts." When he's not out in the trenches, Ritz is busy offering a shoulder to other unfortunates who have lost a loved one to ESD. "It's not a club you want to become a member of," he says. "But if you do it's nice to have others around who know what you're going through." For now, Ritz is guardedly optimistic that his club will stop getting bigger. "These efforts are beginning to pay off," he says, "but we'll really know they're working when we start going through summers and nobody dies."

Test your dock

Industry pros liken plugging a boat into shore power to tossing a hair dryer in the bathtub. This is why ABYC devotes pages of a guidance on how to properly wire a boat. While there are similarities between household wiring and boat wiring, there are a number of key differences that can mean life or death. An electrician who is not aware of these differences could create an ESD hazard by wiring a boat like he would a house. When it comes to your boat, it's best to invest in a trained marine electrical technician for wiring, repairs and modifications. That said, you can perform a check of your boat's electrical connection by using a clamp meter like the Blue Sea Systems mini clamp multimeter (\$150, westmarine.com), which resolves AC milliamps. Clamp it around the shore cord. If all is well, you will get a "zero" reading. If you get any reading other than zero, that is an indication that current is leaking from somewhere in the system. It could be your boat, another boat or the marine wiring. Unplug the boat. It's time to call in the pros.—M.T.

For Sale



Yamaha 25 Mk II Sailboat

Ideal 'Cruiser - Racer'

Price Reduced—\$ 16,500 obo

1982 model, clean and well maintained

- Yanmar inboard diesel—8 hp, single cylinder, 420 hours
- New Full-battened Mainsail and 150 Genoa in 2010
- Roller furling headsail
- Full electronics incl. depth, speedo, and Autohelm Tiller Pilot
- Many additions and upgrades

For full details, call Doug Stewart at 250-549-5117

May be seen on-site at the Vernon Yacht Club



CLEARANCE SALE



Just kidding:)...but now that I have your attention...



Ladies Stormtech Fleece

\$93.60



Men or Ladies Vest

\$56.00



Mens Stormtech Fleece

\$94.90



Mens Whiteridge Terrain Jacket

\$89.99



Jogging Pants

\$35.00



Mens Windbreaker

\$32.25

Support your Vernon Yacht Club!

Kids say the darndest things...



HOW DO YOU DECIDE WHO TO MARRY? (written by kids)

- 1) You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming. - Alan, age 10
- (2) No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with. - Kristen, age 10

WHAT IS THE RIGHT AGE TO GET MARRIED?

- (1) Twenty-three is the best age because you know the person FOREVER by then. - Camille, age 10
- (2) No age is good to get married at. You got to be a fool to get married. - Freddie, age 6

HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?

- (1) You might have to guess, based on whether they seem to be yelling at the same kids. - Derrick, age 8

WHAT DO YOU THINK YOUR MOM AND DAD HAVE IN COMMON?

- (1) Both don't want any more kids. - Lori, age 8

WHAT DO MOST PEOPLE DO ON A DATE?

- (1) Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough. - Lynnette, age 8
- (2) On the first date, they just tell each other lies and that Usually gets them interested enough to go for a second date. - Martin, age 10

WHAT WOULD YOU DO ON A FIRST DATE THAT WAS TURNING SOUR?

- (1) I'd run home and play dead. The next day I would call all the newspapers and make sure they wrote about me in all the dead columns. -Craig, age 9

WHEN IS IT OKAY TO KISS SOMEONE?

- (1) When they're rich. - Pam, age 7
- (2) The law says you have to be eighteen, so I wouldn't want to mess with that. - Curt, age 7
- (3) The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do. - Howard, age 8

IS IT BETTER TO BE SINGLE OR MARRIED?

- (1) I don't know which is better, but I'll tell you one thing. I'm never going to have sex with my wife. I don't want to be all grossed out. - Theodore, age 8
- (2) It's better for girls to be single but not for boys. Boys need someone to clean up after them. - Anita, age 9

HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?

- (1) There sure would be a lot of kids to explain, wouldn't there? - Kelvin, age 8

And the #1 Favorite is.....

HOW WOULD YOU MAKE A MARRIAGE WORK?

- (1) Tell your wife that she looks pretty, even if she looks like a truck. - Ricky, age 10





Minutes Summary

By Pamela Miller

Tree pruning and removal~ there are several trees rapidly overtaking the South fence of the Vernon Yacht Club property. These trees will be pruned back and removed where necessary in collaboration with our neighbor to the South.

Valley Pile Driving to do breakwater work~ Valley Pile Driving has ordered the cedar logs for the breakwater and they are ready to install. They will be arriving in two deliveries and the work will be completed soon. The existing chains are in good shape and will be used for the new log booms.

David Atkins: Nominating Committee Chair~ Our Nominating Committee for new Board Members is looking for nominees for several positions coming available for 2014. If you or someone you know would make a great Commodore, Staff Captain, Rear Commodore, Fleet Captain, Membership Director, Vice Commodore or Director for the VYC, please contact David at: 250 550 0186.

Quotes in process to upgrade the VYC Sound System~ The sound controls will move from behind the bar to downstairs location central to the controls for the utilities, lights and alarm system. An easily accessible docking station for iPod/iPhone will also be arranged.

New Signage thanks to Barry Stack, House and Ground Director~ The new "Vernon Yacht Club" signs for the building have been installed as well as the signs to warn non-members not to park on our lot. Barry also arranged to have the area beneath the events sign at the front of the building has been landscaped as well. [Thanks Barry] New signs to identify A Dock, B Dock and C Dock are being installed very shortly..

VYC Members changing their status~ If a member in good standing wishes to change their status from a Regular Membership to Associate or Regular Membership status, they do need to notify the Vernon Yacht Club by September 30th but they **do not need** to be approved by the board.

Fall Events at the Vernon Yacht Club~ The next Jam nights are October 18th and November 15th. If you or a friend want to jam to the VYC crowd contact Jay to get on the list at: 250 558 5518. October 12th is the VYC Thanksgiving Dinner [phone Jay for tickets]. October 26th is the Halloween Party with "The Salmon Armenians" booked for entertainment and Jay is arranging the band for our New Year's Eve Party!

Enjoy the last month of boating before Crane Day, November 2nd!



October 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Lounge Hrs. 4:00—8:00PM	2 Lounge Hrs. 4:00—8:00PM	3 Lounge Hrs. 4:00—8:00PM	4 Lounge Hrs. 4:00—11:00PM	5 Lounge Hrs. 12:00—8:00PM
6 Lounge Hrs. 10:00—6:00PM	7	8 Lounge Hrs. 4:00—8:00PM	9 Lounge Hrs. 4:00—8:00PM	10 Lounge Hrs. 4:00—8:00PM	11 Lounge Hrs. 4:00—11:00PM	12 Lounge Hrs. 12:00—8:00PM Family Thanksgiving Dinner! 
13 Lounge Hrs. 10:00—6:00PM	14	15 Lounge Hrs. 4:00—8:00PM	16 Lounge Hrs. 4:00—8:00PM	17 Lounge Hrs. 4:00—8:00PM	18 Lounge Hrs. 4:00—11:00PM Jam Night! (Musicians needed)	19 Lounge Hrs. 12:00— 8:00PM
20 Lounge Hrs. 10:00—6:00PM	21	22 Lounge Hrs. 4:00—8:00PM	23 Lounge Hrs. 4:00—8:00PM	24 Lounge Hrs. 4:00—8:00PM	25 Lounge Hrs. 4:00—11:00PM	26 Lounge Hrs. 12:00—8:00PM Halloween Dance! 
27 Lounge Hrs. 10:00—6:00PM	28	29 Lounge Hrs. 4:00—8:00PM	30 Lounge Hrs. 4:00—8:00PM	31 Lounge Hrs. 4:00—8:00PM		

A sneak peak for November....

- ⇒ Sailors Wind-Up: Saturday November 2—Potluck
- ⇒ Grey Cup Party: Sunday November 24 – beef dip & fries.
- ⇒ Annual General Meeting: Tuesday November 26. Plan on being a part of your Club, let's meet and exceed Quorum!