



TILLER TOPICS



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REPORTS

NEWS FROM OUR COMMODORE



Thank you to all the volunteers and their hard work in making the Boat Show a success! Dave G and his team did an awesome job and the weather held out making for a good time for all. We have moved to summer hours in the Gangplank, check out the posting by each entrance and pg 13

of this Tiller Topics issue. New for this year, we will be having extended office hours commencing in July through to Labour Day weekend, there will be more on this as we get closer.

Burton Marine is still working on the marina, what looks like a random buoy out there is actually marking an anchor line and will soon be re-used for its original purpose. You will notice the log breakwater has been moved further out, which is close to our actual marina lease area and will allow for future expansion.

Fred H
Commodore



Hopefully we will have a smoke free summer and I look forward to seeing everyone on the water!

NEWS FROM OUR REAR COMMODORE



Here are a few quick updates on some of the Vernon Yacht Club maintenance and infrastructure projects:

🚢 The new breakwater project is still protecting the docks and boats very effectively from the wind and wave action that we have experienced lately. It looks like there will be a few slips added this year on 'A' dock to help alleviate the wait list.

🚢 The rub rail replacement project for 2024 wrapped up a few weeks prior to crane day, yard cleanup and the boat show. Thanks again to Darcy M who performed a stellar job keeping ahead of the work and to all of you who volunteered to get this done.

🚢 Deck/dock and lot cleanup went very well prior to the VYC Boat Show. I don't think that I ever have seen so many pressure washers in one place at the same time! Kudos to every one who helped clean, primp and dress up the property.

🚢 The board is continuing to assess the HVAC and hot water system needs and costs associated for the clubhouse.

Bill M

Rear Commodore

See you out on the docks and the lake!

BOOST YOUR CLUB WIFI EXPERIENCE

A QUICK GUIDE

Hey Club Members!

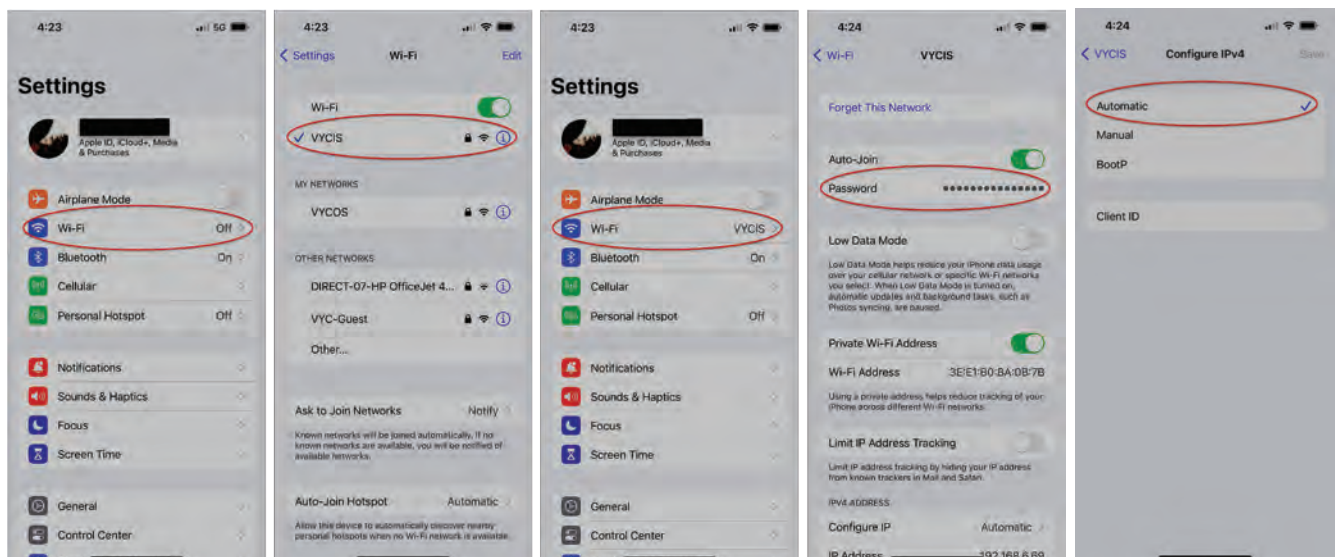
We know how important a smooth and secure WiFi connection is for all your online activities at the club. To help you get the best experience, here's a quick and easy guide to connecting to the right networks.

Where to Connect:

- **Outside the Clubhouse:** Connect to the WiFi network named SSID **"VYCOS"**.
- **Inside the Clubhouse:** Connect to SSID **"VYCIS"**.

The password for both networks is the same and can be picked up from the office.

iPhone
example:



(continued on next page)

A Quick Heads-Up:

If you connect to SSID “**VYCGuest**”, you’ll be automatically disconnected after 30 minutes. The password for this network is posted on the **club’s bulletin board**.

Pro Tip:

Connecting to the correct network based on your location at the club is key to keeping your connection secure and reliable.

Solving the IP Address Conflict:

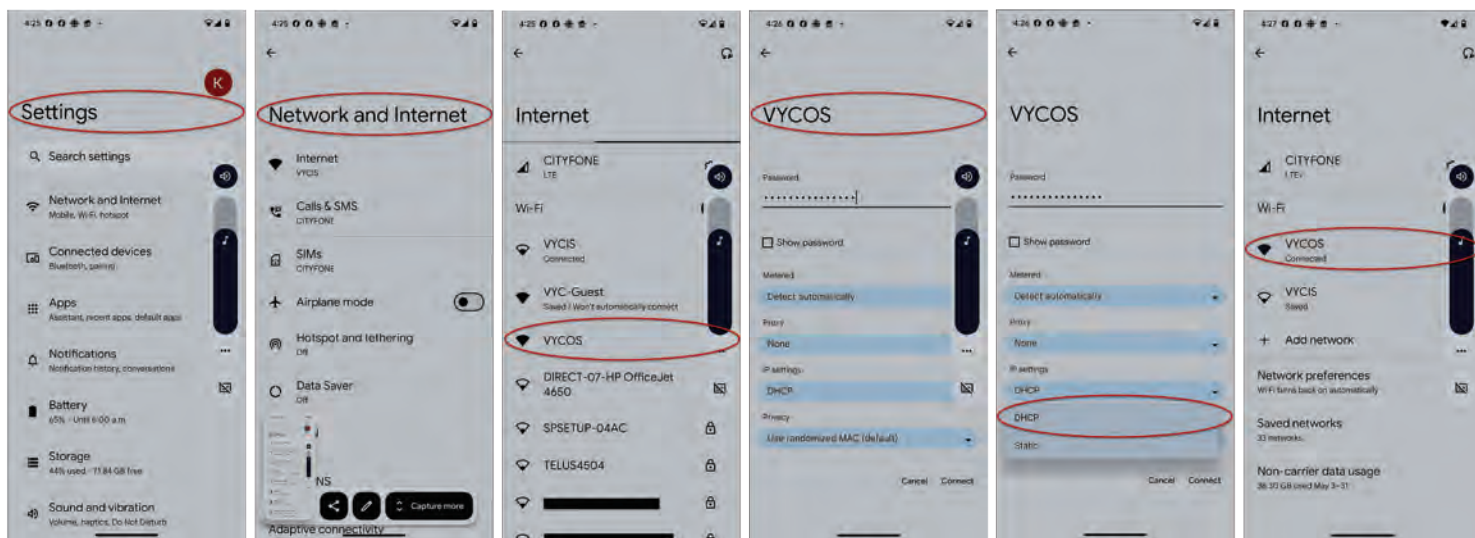
We’ve had a few hiccups with IP address conflicts, so we ask everyone to set their smartphones and tablets to use a *Dynamic IP Address*. Not sure how to do that? No worries! Here’s a simple **step-by-step guide**:

For Android:

Note: May vary slightly by manufacturer.

1. Open **Settings** on your phone.
2. Tap **Wi-Fi & Network** or **Connections**.
3. Select your Wi-Fi network.
4. Choose **Modify Network** or the gear icon.
5. Check **Advanced options**.
6. Find **IP settings** and switch from **Static** to **DHCP** or **Dynamic**.
7. Your phone will handle the IP settings automatically.

Android example:



For iOS:

1. Open **Settings** on your iPhone.
2. Tap **Wi-Fi** and select your network.
3. Choose **Configure IP** and pick **Automatic**.

Switching to a dynamic IP might give you a different address each time you connect, but it’ll help keep things running smoothly.

Need Help?

If you have any questions or need a hand with connecting to our WiFi networks, feel free to ask Terry R. or drop by the office. We’re here to help!

Ciy Y
Director

NEWS FROM OUR MEMBERSHIP DIRECTOR



Hello all. It's that time again.

Bob announced to your Board Members,

"Tiller Topics needs an update, and there's a deadline to meet."

The look of fear and panic on the faces of most within earshot, made me think momentarily of those days of cursive writing with pen and paper, before computers, emails, cell phones and text messages became a part of our everyday lives. How things have changed. We've moved from waste baskets imitating basketball hoops, surrounded by

balls of scrunched paper sheets, to a simple delete button that moves an icon backwards across an ever-increasing blank space ... I digress.

There are newbies amongst us! Yes, new club members. To our new club members, I would like to extend a warm welcome. To those of you returning for another season at the Vernon Yacht Club, welcome back, and should you see one of our new members introduce yourselves.

Our new members this season are, Gordon and Noela L, Gordon A and Angie A, Jack and Diana B, Peter and Jennifer T, Robert P, Kyle and Melissa De H, Mark and Dora A, Doug and Le L, Kim and Dale K, Joe and Eva M, Robert and Cheri K, Michael M, and Paul P.

Our membership totals as of May 21st, are;

Total **465**; Regular **322**; Affiliate **35**; Social **100**; Honorary **1**; Life **7**.

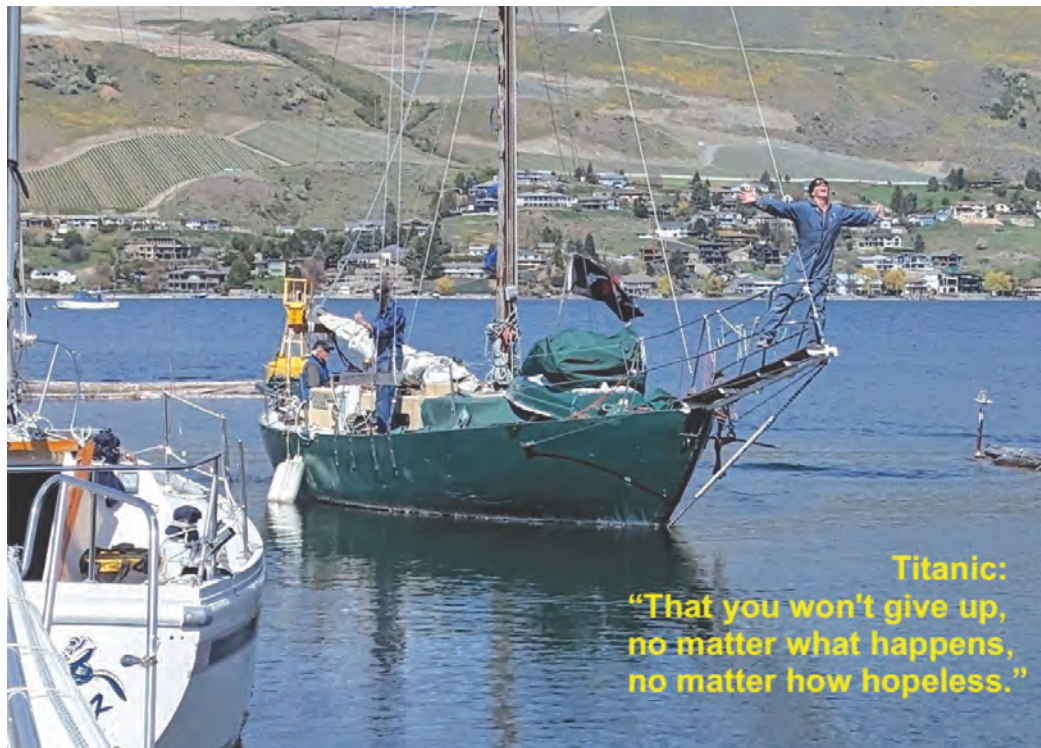
Our bylaws, based on **33%** of the sum of our Regular and Affiliate members (**357**), allows for **118** Social members.

Everyone, let's have a fun, event filled, safe summer on the water.

Cheers.

Simon J

Membership Director



Joke Section

*Why do ducks
have feathers?*

*To cover their
butt quacks!*

THE SAIL PAST

PRESENT DAY

The world of yachting is steeped in traditions, and one of the most significant is the Commodore's Sail Past. This year, the Vernon Yacht Club will host its Sail Past on **Sunday, June 23rd**, in front of the club on Okanagan Lake. It's fascinating to think that as we sail past the commodore in 2024, we are partaking in a ritual that dates back 600 years. Originally, Admirals would review entire navies on special occasions to assess readiness and capability, and to show respect to the Commander-in-Charge. Over the last 200 years, this naval tradition has evolved, with thousands of yacht clubs around the world performing a "review of the fleet."



The Sail Past marks the official start of the boating season. Tradition dictates that all Club members participate in the Sail Past, on their own or on another member's yacht. Etiquette requires that a member unable to participate will send their regrets to the Commodore.

Mark Sunday June 23rd on your calendar. Let's empty the yacht club basin of boats, break out our Canadian flags and begin to form a single line of boats, following our past commodores and visiting commodores from the clubs of Okanagan Lake, as we sail past the commodore. Consider this invitation an opportunity to prove the seaworthiness of your vessel.

More details will follow as we approach the weekend of the Commodore's Ball. Please join us and partake in the naval tradition and then enjoy a fabulous day on the water.

Cheers from your Staff Captain,
Bob A



GIVE ME A BREAK(WATER)

Short Snappy Answers To Tough Questions About

The Vernon Yacht Club's New Breakwater *(for a picture, see front cover)*

Bob A and **Liam F** sat down on May 22, 2024 to talk with life member **Craig W** who led the new breakwater project.

Liam – It seems like it's been going on forever! When did the breakwater project start?

Craig – Some investigation was done in early 2014. I became rear commodore in November 2014, and we started getting initial designs at that time.

Liam – Why did the project take this long?

Craig – By installing the new breakwater design there was a potential effect on how waves would react with the shore and the flow of water. So, that's where a lot of money and time for testing and approvals was spent.

Liam – And how far along are we on the breakwater?

Craig – It is now complete – about 10 years later. The first four concrete sections of the old breakwater will remain close to shore and the new steel breakwater beyond that is now secured in place. The log bundle breakwater along the north side has been fortified with the old concrete breakwater sections and securely anchored.

Bob – Who was involved in the project?

Craig – *Burton Marine Pile Diving, Ecoscape Environmental Consultants, and Waters Edge Engineering.* The marine engineer did all the mathematical calculations to determine how a design would affect wave action.

Bob – How happy are you with what we have out there now?

Craig – People I talk to say that it's performing "absolutely incredibly" in the big wind and wave events that we've had recently.

Bob – How much has it cost us?

Craig – In round numbers, 2 million dollars for the breakwater contract and another 1 million for associated work, including testing and other dock work. It was a phased project that moved "W" dock, replaced wooden "C" dock with concrete, replaced the pier and ramp, added lights, and added steel end caps, along with many other improvements.

Bob – Was there a cheaper option?

Craig – We tried the idea of building a solid breakwater, but that test failed because the lakebed was too soft. So, the best option was an anchored, floating steel breakwater which is what we have now.

Bob – Did we stay within the budget?

Craig – Yes and no, the costs did go up during the project. Our initial budget in 2015 was about 2 million dollars. When the solid breakwater design was found to be unworkable, we came back to the members in June of 2017 and received approval for a 3 million dollar budget for the entire project. We changed from the original 1/2 inch steel walled pipe to 5/8 inch walls. That change resulted in doubling the life of the breakwater from 50 years to more than 100 years. We also added sacrificial aluminum anodes to protect the steel.

(continued on next page)

Bob – How long will it take to pay off the breakwater?

Craig – It could be 10 years. It could be 20 years. My guess is not much over 10. It depends on how many new members come through the doors, among other things.

Bob – How many more slips have we gained by moving the breakwater out deeper into the lake?

Craig – There are two answers to that question. The plan is to add a new concrete finger on the east side of “A” dock, along with 6 fingers on the west side of “A” dock using re-purposed old “A” dock main sections currently stowed east of “E” dock, to create two new slips on the east side of “A” dock and 12 new slips on the west side of “A” dock. We will have to make brackets to hold the re-purposed dock sections in place because they were not originally designed as fingers. Also, we will install a set of “dolphin pilings” at the end of each new finger on the west side of “A” dock, to add stability because of the added exposure from the southwest winds.

(Ed note: A dolphin is 3 pilings that are driven into the lakebed that extend above the waterline, with metal sleeves placed over them and are welded together).

Bob – And how about the long term?

Craig – If we approve a new budget, we can extend the existing “A”, “B”, and “D” docks and add fingers in a phased plan. We could get another 60 or 70 slips. The question is, “when do we want to extend the docks?”

Bob – Did we do this breakwater project just to add more slips?

Craig – No. The sole intention was to build a breakwater that properly protected our assets. In doing that we were also able to relocate the north breakwater to maximize our current lease area. It now extends another 120 feet to the north.

Bob – What was wrong with the old breakwater?

Craig – If you were out on the old breakwater on a windy day, you could see those concrete sections being tossed around like corks. That old breakwater was built in the spring of 1997. Two months later a huge storm event blew the breakwater apart. They band-aided the breakwater back together and it has held on until now. It wasn’t designed and built to withstand the storms we get.

Bob – How is this breakwater designed differently?

Craig – The old one had 10 sections that were 53 feet long and only 14 feet wide. The sections were 6 feet deep with only 4 feet of that under the water. The peaks and troughs of storm waves beat this design up badly. The new one is as wide as 30 feet and includes timbers under the steel that are 12 feet into the water. The new design breaks a lot of the wave energy.

Bob – What maintenance is involved?

Craig – We will have annual inspections of all anchor lines and a scheduled inspection of the aluminum anodes over time. We also must pay attention to the wood wing walls and cross bracing. Our pilings will last forever from the waterline down. Anything above the waterline is where the wood starts to rot. We’ve been working on sleeving all these pilings with metal so that they will last for 50 plus years.

Liam – Has it been a fun project? And what have some of the challenges been?

Craig – Well, yes, it’s been enjoyable. It’s been exciting and it’s been long. There were times when it’s been very frustrating with lots of challenges too. Working to get agreements with the neighbours and the government was challenging.

Bob – Craig, Thank you very much for your time today and for your monumental efforts getting the breakwater project complete.

Craig – Thank you very much. If anyone would like more information I’d be happy to explain it in more detail.

STANDARDS FOR SECURING BOATS AT OUR VYC MARINA

The mooring standards as presented in this article are designed to prevent damage to your boat, the docks and other boats. You are required to use appropriately sized mooring lines with snubbers or spring steel on lines of less than 10 feet in length. A properly secured boat will be held by a **minimum of three lines**. Attach the lines correctly to cleats and keep snug, so lines do not droop into the water. Use fenders to prevent contact of your boat with the dock or other boats.

Terminology:

Bow – the forward part of a boat.

Bow Line – a docking line leading from the bow.

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

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

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

Line – nautical term for ropes used in sailing and securing your boat to a dock.

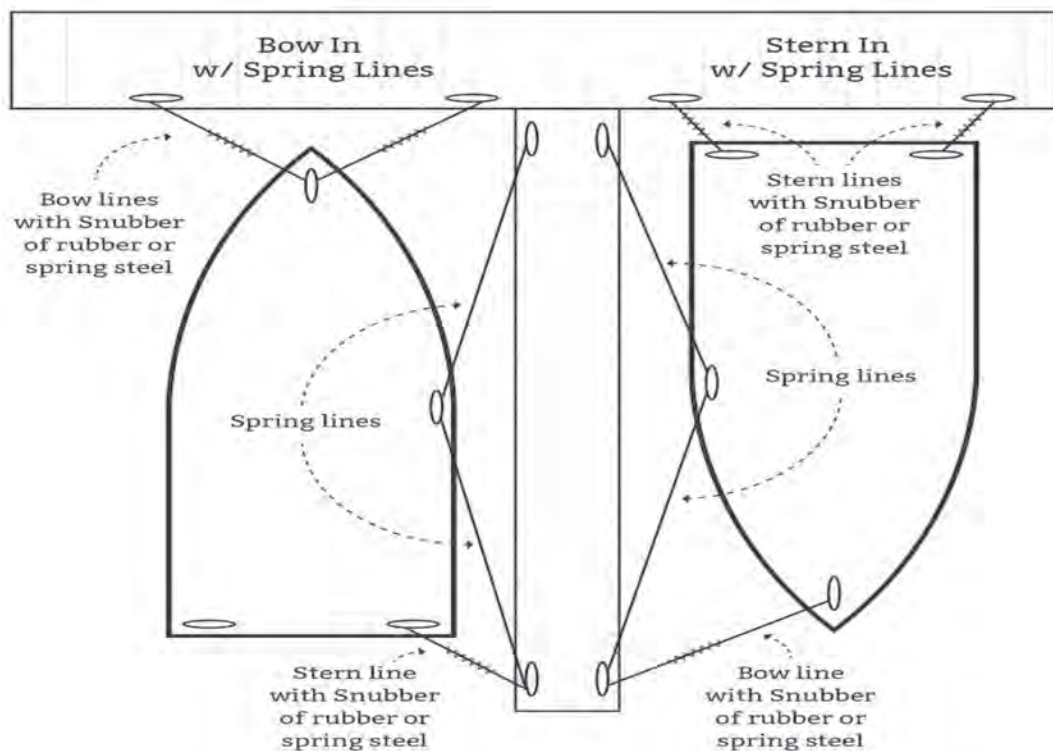
Pile – a wood, metal or concrete pole driven into the ground.

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

Spring Line – a line used to prevent the boat from moving forward or backward while made fast to a dock.

Stern – the after or back part of a boat.

Stern Line – a docking line leading from the stern.



Lines can generally be categorized as follows:

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

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

Polypropylene (the common yellow or white ski rope) – must **NOT** be used as a mooring line.

Size of line recommended for size of boat:

Boats to 20 feet = 3/8 inch diameter line

Boats 20 to 35 feet = 1/2 inch diameter line

Boats 35 to 45 feet = 5/8 inch diameter line

1. Take a turn around the base of the cleat, then bring the line over the top of the cleat.

2. Wrap under the first arm a 2nd time then back over the top of the cleat.

You have now made a figure 8 pattern over and around the cleat.



3. Now form an underhand loop and slip that loop over the arm of the cleat, which pins the free end under the last wrap.

4. Pull the free end tight and you have a neat, tidy and secure cleat hitch!

GREETINGS FROM BERMUDA!

EXPLORING THE BERMUDA YACHT CLUB:

A SNOWBIRD'S PERSPECTIVE FOR VERNON YACHT CLUB MEMBERS



As a fellow yachting enthusiast from the Vernon Yacht Club, I recently had the pleasure of visiting the prestigious Bermuda Yacht Club. I thought it would be interesting to share some insights and historical tidbits about this renowned establishment, especially considering the shared love of boating and rich histories that connect both our clubs.

The Bermuda Yacht Club, officially known as the Royal Bermuda Yacht Club (RBYC), boasts a storied past dating back to 1844. It was established by a group of British naval officers who sought to create a social hub for sailing aficionados on the picturesque island of Bermuda. The club received its "Royal" designation from Queen Victoria in 1846, a testament to its significance and prestige.



RBYC docks and arial view

The RBYC played a crucial role in promoting yachting and maritime activities in Bermuda and beyond. Over the years, it has hosted numerous prestigious sailing events, including the renowned Newport Bermuda Race, which began in 1906 and has since become one of the oldest regularly scheduled ocean races.

While the Vernon Yacht Club may not have the royal endorsement, it shares a similarly rich heritage and commitment to the yachting community. Founded in 1953, the Vernon Yacht Club (VYC) has grown from humble beginnings into a vibrant hub for boating enthusiasts in the beautiful Okanagan region.

Both clubs were established with the aim of fostering a love for sailing and creating a community for like-

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Sasha and Cindy R at the RBYC entrance

mindful individuals. The VYC, much like the RBYC, has been instrumental in organizing sailing events, regattas, and social gatherings that bring members together to celebrate their passion for the water.

One of the most striking similarities between the two clubs is their role as cultural and social hubs. The RBYC, with its elegant clubhouse and stunning waterfront location, serves as a gathering place for members to socialize, dine, and enjoy the breathtaking views of Hamilton Harbour. The camaraderie and sense of belonging are palpable, much like what we experience at the VYC, where our clubhouse offers a welcoming space for mem-



The Royal Bermuda Yacht Club (RBYC) members who hosted us were Eugene (Penny) and Sasha S. Penny, a Bermuda Olympic skipper and seven-time World Cup winner, shared the rich history of the RBYC with us. Sasha's father, uncle, and brother were all past commodores of the club, so they were a wealth of knowledge during our visit.



Rob R and Cindy R in the foyer of the Royal Bermuda Yacht Club

bers to connect, share stories, and enjoy the scenic beauty of Okanagan Lake.

Both clubs uphold a strong tradition of sailing and maritime activities. The RBYC's commitment to hosting world-class sailing events parallels the VYC's dedication to promoting boating safety, education, and competitive sailing. Whether it's the Bermuda Race or our own local regattas, these events highlight the skill, dedication, and community spirit that define both clubs

Visiting the Bermuda Yacht Club was a delightful experience, reminding me of the universal appeal of yachting and the strong bonds that unite sailing communities worldwide. As members of the Vernon Yacht Club, we can take pride in our own rich history and contributions to the yachting world.

I encourage all VYC members to explore opportunities to visit yacht clubs around the globe. Experiencing different maritime traditions and cultures enriches our own appreciation for the sport and fosters connections with fellow sailors.

In closing, the Bermuda Yacht Club and the Vernon Yacht Club, despite their geographical distances and distinct histories, share a profound love for the water and a commitment to their communities. Our passion for yachting and the friendships we form along the way are what truly make our clubs special. Here's to many more years of sailing, camaraderie, and shared adventures!

Fair winds and smooth sailing,

Cindy R

Tiller Topics Team & Vernon Yacht Club Member

TILLER TOPICS





New 

TILLER RECIPES

Aloo Gobi Sabji

(Potato and Cauliflower Curry)

New to Tiller Topics are recipes submitted by members from our own Vernon Yacht Club. Here is a recipe from Nahal for a classic dish that is a staple food in the Northern Indian province of Punjab where they are from. The recipe calls for oil and ginger-garlic paste, but the preference would be to use butter and freshly chopped ginger and garlic. This is highlighted below.

Cooking Directions:

- 1 Prepare the Vegetables:** Wash the cauliflower florets thoroughly and soak them in salted warm water for 10 minutes. Drain and set aside. Peel the potatoes and dice them into cubes. Rinse them under cold water to remove excess starch.
- 2** Heat oil or butter in a pan over medium heat. Once the oil is hot or butter is melted, add cumin seeds. Let them crackle. Add finely chopped onions and sauté until they turn translucent. Low heat and browning of the onions is key.
- 3** Add ginger-garlic paste or fresh garlic and ginger and slit green chilies. Sauté for a minute until the raw aroma disappears. Add the chopped tomatoes and cook until they turn mushy and oil starts separating from the masala. Add turmeric powder, red chili powder, coriander powder, and salt. Mix well and cook for another 2-3 minutes.
- At this point, you have the base of many Indian dishes called Thorka. It is possible to add difference types of vegetables or meats after the Thorka is made. You can also make a larger amount of Thorka and freeze it for future use with fresh vegetables.
- 4 Adding Vegetables:** Add the cauliflower florets and diced potatoes to the pan. Mix them well with the masala, ensuring even coating. Add about a cup of water, cover the pan, and let it cook on low to medium heat until the vegetables are tender. Stir occasionally to prevent sticking to the bottom.
- 5 Finishing Touch:** Once vegetables are cooked through, sprinkle garam masala and mix well. Adjust salt and spices according to taste. Garnish with freshly chopped coriander leaves. Serve hot Aloo Gobi Sabji with roti, paratha, or rice. It pairs well with yogurt or pickle on the side. Enjoy your first Tiller Recipe meal!!

Ingredients:

- 2 cups cauliflower florets
- 2 medium-sized potatoes, peeled and diced
- 2 Tbsp Salted Butter or 2 Tbsp oil (mustard or vegetable oil)
- 1 tsp cumin seeds
- 1 large onion, finely chopped
- 2 tomatoes, finely chopped
- 2 green chilies, slit lengthwise
- 1 tsp ginger-garlic paste or fresh ginger and garlic
- 1 tsp turmeric powder
- 1 tsp red chili powder
- 1 tsp coriander powder
- ½ tsp garam masala
- salt to taste
- fresh coriander leaves for garnish

DON'T GET HOOKED

SPOTTING PHISHING EMAILS AND SCAMMERS!



Hey there, maties! 🚢

Ahoy! It's time to set sail on the high seas of the internet and navigate through the treacherous waters of phishing emails and scammers. Just like spotting a hidden reef, it's essential to keep an eye out for these sneaky cyber pirates trying to steal your treasure (a.k.a. personal information).

Here are some tips to help you stay afloat and avoid getting caught in their net:



Risky Business

The Dangers of Phishing Emails

Risk Level	Action	A hacker can...
Low Risk	Opening a phishing email	<ul style="list-style-type: none">... get your location... target you for future scams
Medium Risk	Responding to a phishing email	<ul style="list-style-type: none">... see your email signature... get your location... target you for future scams
High Risk	Downloading an attachment, Submitting data, Clicking a phishing link	<ul style="list-style-type: none">... install malware, ransomware, or a virus... gain remote access to your device... see your location and device statistics... access any data that you submit

Always be careful. Do not click links or download attachments from unexpected or suspicious emails

🔍 Watch Out for Fishy Emails: If an email seems too good to be true or asks for sensitive information like your password or credit card details, it's probably a phishing attempt. Remember, no Nigerian prince is going to send you millions of dollars out of the blue!

🚫 Don't Take the Bait: Phishing emails often create a sense of urgency or fear to make you act quickly. Before clicking on any links or attachments, pause and think twice. Hover over links to see where they really lead before diving in.

🔒 Secure Your Ship with 2FA: Enable Two-Factor Authentication (2FA) on your accounts for an extra layer of security. It's like adding a secret code to your treasure chest to keep it safe from intruders.

🕵️ Spot the Scammers: Keep an eye out for suspicious signs like poor grammar, unfamiliar senders, or requests for personal information. If something smells fishy, it's probably a scam!

🛡️ Arm Yourself Against Malware: Check your accounts for any strange activity or files that you didn't upload. If you suspect foul play, don't walk the plank alone – contact the office for backup.

Remember, a smooth sea never made a skilled sailor, and by staying vigilant and informed, you can navigate the choppy waters of the internet like a true captain. So hoist the anchor, raise the sails, and let's sail together towards safer shores!

Fair winds and following seas,

Your Crew at the Vernon Yacht Club 🌟🚢

Ciy Y
Director





GANGPLANK - summer hours

FOOD MENU

		SERVICE HOURS	BAR HOURS
Monday:	Closed	Closed	Closed
Tuesday:	Taco Night	5:00pm - 8:00pm	4:00pm - 10:00pm
Wednesday:	Burger Buffet, Appy's & Pizza	5:00pm - 8:00pm	4:00pm - 10:00pm
Thursday:	Summer Menu	5:00pm - 8:00pm	4:00pm - 10:00pm
Friday:	Self BBQ Steak or Salmon	6:00pm - 8:30pm	4:00pm - 11:00pm
Saturday:	Soup & Sandwich	12:00pm - 3:00pm	12:00pm - 10:00pm
	Appy's & Pizza	4:00pm - 8:00pm	
Sunday:	Sunday Brunch	10:00am - 1:00pm	10:00am - 8:00pm
	Appy's & Pizza	4:00pm - 8:00pm	

Takeout menu available Wed & Thu nights 5:00pm-7:30pm & Soup or Sandwich on Sat 12pm-2:30.
Please call in Advance. Gang Plank Menus unavailable during special events & private functions.
Bar staff can be reached at **250-545-5518** during Gang Plank Hours.

Boating Tip of the Month...

Tip #3) Secure your Vehicle on Your Trailer before Trailing it!



Let us do the hard work, so you can spend more time Boating!

-RESIDENTIAL-
-INVESTMENT-
-RECREATIONAL-



Steve Bertram
PREC*

-OR-

for Landlubbers,
250-306-7575



Call 'MOLOKAI'
on VHF 16

CLASSIFIEDS

1993 20' Sea Ray OVLTD (Overnight LTD edition)

Very good condition;
has head, compass,
swim grid with ladder,
has depth finder and full
music system.
Canvas is near new &
custom made.

Has cuddy cabin for (2) overnight. Has 10 hrs on new replacement engine (4.3L Mercruiser) stern drive.
I have receipts for the rebuilt engine and rebuilt Alpha leg and other parts for \$15,000.00 (2022).

Tuff trailer - 4 yrs old. Electric over hydraulic brakes.

\$20,000.00 Can dollars O.B.O.

ALL INQUIRIES TO
Peter at **604-727-2750**



FOR SALE - BITS OF BOATS Hardware and Sheets for Sale

- 1) Schaefer Double Block
- 2) Harken 3/8" Block
- 3) Harken 3/16" Block
- 4) Harken Micro Cam Wedge Kit
- 5) Sea Dog Nylon Fairleads
- 6) Nylon Eye Straps
- 7) Small D Shackles
- 8) Stainless Steel Eye Straps
- 9) Lifeline Hardware
- 10) Copper Swage Sleeves
- 11) Stainless Thimble Cam Cleats
- 12) Hog Rings
- 13) Clevis Pins
- 14) 1/2" x 35' Dock Lines
- 15) 1/2" x 25' Dock Lines



- 16) 5/16" Red Sheets
- 17) 5/16" Blue Sheets
- 18) 3/8" White Sheets
- 19) 1/4" Black Sheets
- 20) 3/8" White Shock Cord
- 21) 1/4" Marlow 3 Strand Nylon

- 22) Misc Non-Coated Lifeline / Shroud
- 23) Large Stock of Stainless Steel Hardware

All Proceeds Go To BobMcDonell

Contact Jim Dillabough
at **250 938 4458**



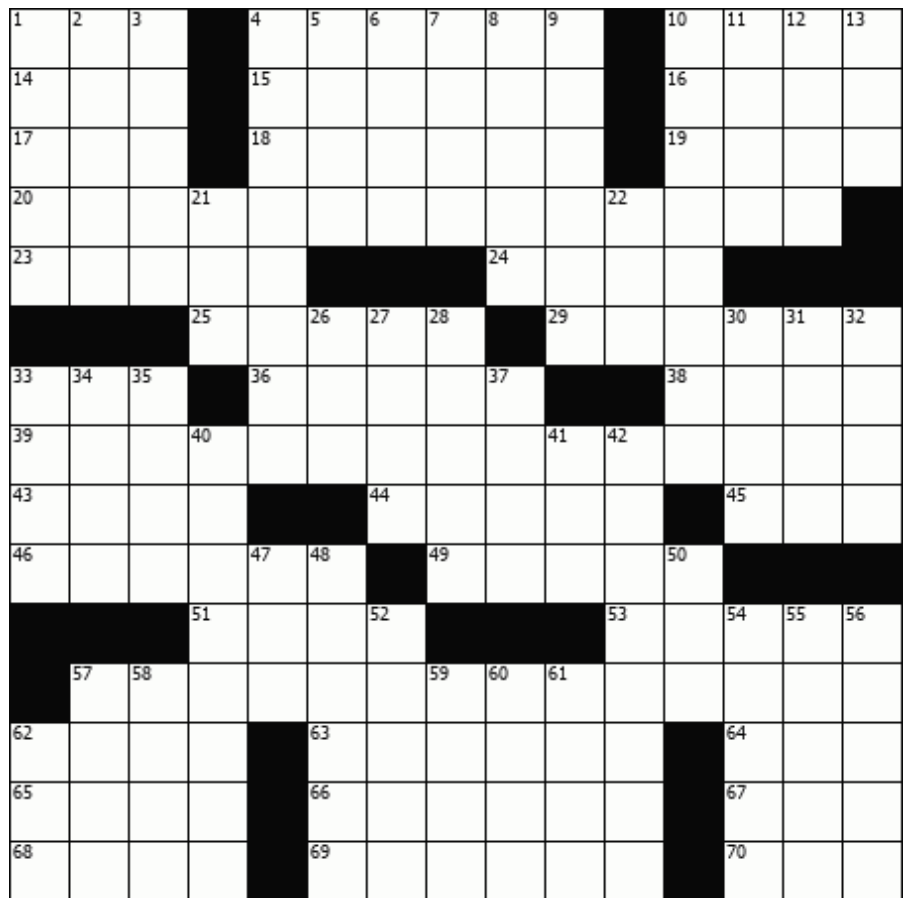
Always ready. Always there.

250.542.3470 Vernon 24 HOUR EMERGENCY 1.888.665.6775 www.okrestore.com

CROSSWORD

Across

1. Red hat, sometimes
4. Kind of voyage
10. Absence of turbulence
14. Emotion of anger
15. Like a quick study
16. Operatic air
17. Crux
18. Nothing at the Vatican
19. E-mail button
20. Letter from the editor (Part 1)
23. Supply with workers
24. Appear to be
25. Nerd's cousin
29. Conveyed ownership
33. Stick one's nose into
36. African lilies
38. Icy coating
39. Letter from the editor (Part 2)
43. Gaming regulation
44. In an upright position
45. On the wagon
46. Devon's capital
49. Apian gathering
51. Pierce with a point
53. At pique's peak
57. Letter from the editor (Part 3)
62. Clothier Strauss
63. Seat of County Kerry
64. Genetic messenger
65. Came in for a landing
66. Annapolis graduate
67. Reward for waiting?
68. Eighty-eight, for one
69. Put on the bulletin board again
70. One or eleven



Down

1. Conclusion, in a score
2. Spew lava
3. Maned animal
4. Naval combat unit
5. "Yeah, like that'll ever happen"
6. Road in old Rome
7. Sand formation
8. Jones, James and Kett
9. Required
10. Sweater material
11. 51, for one
12. Pocket residue
13. "___ About You"
21. It's common in poetry
22. Teeny
26. Yale student
27. Routine learning
28. Equals
30. Bought the farm
31. Islamic VIP
32. Resist, as authority
33. Funeral fire
34. Sauce thickener
35. Festive log
37. Mulligan fare
40. Divers' attire
41. Mozart's "L'___ del Cairo"
42. Clamorous
47. Greek letter
48. One on a tirade
50. "___ Doubtfire"
52. David of The Talking Heads
54. Main bloodline
55. Toga alternative
56. Military stop
57. Sidelines cheer
58. "Art of Love" poet
59. Type of waist
60. Mixed bag
61. Bylaws, briefly
62. "7 Faces of Dr. ___" (1964 movie)

Motivational Quotes

*You have brains in your head. You have feet in your shoes.
You can steer yourself any direction you choose.
You're on your own and you know what you know.
You're the only one who decides where to go.*

Dr. Suess

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