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Volume 29 No. 2

February 2004

VRC in the 2nd Half



Rugby



Rowing



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NOTICE TO MEMBERS

The ANNUAL GENERAL MEETING of the VANCOUVER ROWING CLUB will be held

Thursday Feb. 19, 7:00PM
in the Harbour Room

Admission to the meeting is by presentation of your membership card. Registration begins at 6:30pm. All members in good standing are encouraged to attend.

Electronic ROAR

Members have the option of receiving the *ROAR* by mail, electronically, or both. If you'd like to change your current preference, email the club at

office@vancouverrowingclub.ca or call (604)

687-3400. If you request email notification please include the address you wish to use to receive the *ROAR*. Members can access issues of the *ROAR* (back to 2001), at the club's website:

www.vancouverrowingclub.ca. Follow the links on the Main Page under 'About Us' pull down menu to the "ROAR" Newsletter' link.

The ROAR

Monthly newsletter of the

Vancouver Rowing Club

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The Jokers

Apologies for missing the January deadline for those who were wondering...

NEW EDITOR REQUIRED

The Jokers are looking for someone to take over the editorial duties for the ROAR: If you are interested or have further questions about the responsibilities, please contact:
Meredith Elliott mer_elliott@shaw.ca
Steve Rodrigues steverod10@telus.net

PRACTICES

League games have begun so practices are in full swing. Please note that the Vancouver Parks Board changed some turf permits so Wednesday night times are slightly different. (All practices are held at Livingstone Fields)

Men's Practice Time Update

Mondays: 8:00 to 9:30 pm
Wednesdays: 6:00 to 7:30 pm (Start time is a half hour earlier)

Women's Practice Time Update

Mondays: 6:30 to 8:00 pm
- Combined Division 1 practice
- Jokers 2, 3 & 4 team practices
Wednesdays: 7:30 to 9:00 pm (Start time is a half hour earlier)
- Combined Division 2 & 3 practice
- Jokers Orange & Jokers Blue team practices

For SAFETY REASONS

Do not leave your bags at the side of the pitch but rather, set up either behind the net or right in the middle of the field...

SOCIAL EVENTS PHOTOS

By now, the Jokers will have held their Welcome Back Chili Night. Photos from this potluck as well as from the Annual Christmas Dinner and Dance can be found in the Gallery of the Field Hockey section at VRC website: www.vancouverrowingclub.ca
If you have photos for gallery, please submit them to: Steverod10@telus.net and, if you have any gossip from these events or in general, you can send that along to current editors, Meredith Elliott or Steven Rodrigues.

STANDINGS as of January 15th, 2004 Men's Results

A Team (Premier Division)

League competition: 2 wins, 1 tie, 5 losses (2 of which were protested defaults)
Newcastle competition: 1 loss

B Team (Division 2)

League competition: 2 wins, 2 ties, 5 losses
Newcastle competition: 2 wins, 1 loss

C team (Division 4)

League competition: 5 wins, 1 tie, 4 losses

Women's Results

DIVISION 1

Jokers Orange are currently first, with Jokers Blue right behind in second place.

Jokers Orange: 8 wins, 4 ties, 0 losses
Jokers Blue: 8 wins, 1 tie, 3 losses

DIVISION 2

Jokers II are currently third with a game in hand.
Jokers II: 7 wins, 1 tie, 3 losses

DIVISION 3

Jokers III are currently second and Jokers IV are currently sixth (with a game in hand).
Jokers III: 10 wins, 0 ties, 2 losses
Jokers IV: 4 wins, 1 tie, 6 losses

CALL for EXECUTIVE MEMBERS

The Jokers are in need of a **Men's Captain** and another member at large, due to current executive members stepping down because of new appointments and moving away. Please contact Peter van den Berg if you think you can help out the club: Pvdb71@hotmail.com

The Jokers would like to extend a great **BIG THANK YOU** to **Terri Laliberte**, who has now moved to Calgary. Terri was Women's Captain at the start of this season in addition to holding various roles and titles with the club over all the years that she was a member.

Thanks also to **Beth Robertson**, who has assumed the Women's Captain position.

CONGRATULATIONS to...

SAMARA BERGER (Jokers Orange co-captain).
Samara got engaged over the Christmas holidays and will be very busy planning for an August wedding. But, she better NOT forget that practices/games come first UNTIL after the season...

RICK UNDERWOOD (Jokers A team captain):
After years and years of courtship, Rick finally proposed and will now look forward to relaxing until July as Catherine does all the wedding planning. Don't forget to attend that Wedding Fair!



Yachting

After The Party...Reflections on Winter Silence

Photos by Dave Dorman using the club's digital camera

The 3rd annual New Year's Party & Race took place at Snug Harbour on Bowen Island. Eight boats made the trip including *Cardena*, *Little Voices*, *Lordelpus*, *Havoc*, *Tenacity*, *Carpe Diem* & *Escapade*. After a night of toasting in the New Year and enjoying a potluck dinner, we woke to a Winter Wonderland. Cheers to winter cruising!





Havoc Rings In The New Year

By Lyle McKenzie

Gunner Does The Polar Bear Swim

January 1, 2004 New Year's Day and five boats went out to play from Bowen Island for a fun race in Howe Sound. The weather was picture perfect with bright sun, clear blue skies, whitecaps both on the water and on the hills, and a panorama dusted with a fresh snowfall. Winds 30-35 knots, wind chill temperature -15°, water temperature cold enough to freeze the ...off a grey parrot. All in all, a perfect day for a race.

The Howe Sound outflow develops when two different masses of air meet. Cold dry air from the mountains above and north of Howe Sound flowing south meets the warmer, moist air in the Sound. The two do not mix well, so the cold air, being heavier, slides under the warm air and lifts it. The result, a fresh northerly blowing out of Howe Sound, enough wind to cause HAVOC.

The course was set with the start line at the entrance to Snug Cove with a port rounding at Passage Island, Bird Island and back to the finish line again at Snug entrance. In these winds, the race promised to be over in plenty of time to get back to the porta-pub located on the VCR outstation at E Dock of the Union Steamship Marina.

The run-up to the start was entertaining with the big boats vying to and fro behind the line trying to keep their boat speeds down to a mere pre-start 8-10 knots. The small runabout power boat lurching around in the surf acting as our committee boat was asked on the VHF if he would remain in position for the finish. His reply "Are you nuts! We are going in to "keep the home fires burning" and will time the boats at the finish from our living room with binoculars!

A downwind start with three boats immediately switching to spinnakers. *Lordelpus* and *Topless* each had a good start, elected to stay with whites and reached down to the big rock at 8-10 kt. hull speed. We were treated to a spectacular sight of a late-starting J30 streaking by us in full spinnaker dress with her hull up and out of the water planing like a 505 dinghy...and then there

was *Havoc*.

Gunner, Ede, their loyal crew and a grey parrot had been secretly practising a Spinnaker Broach to entertain us all with *Havoc* on New Year's Day. All that

practise paid off. *Havoc* executed a perfect broach and the crew of *Lordelpus* had front row tickets. The two boats behind us, including *Havoc*, were already having a little trouble with their chutes in this breeze, but gamely carried on when *Havoc* elected to jibe the chute.

I interviewed the parrot after the *Havoc* and there is some doubt as to what actually happened to cause the broach. The parrot didn't want to point his wing at anyone in particular, but thought it might have happened because of the jibe, which spinny sheets to haul in or slacken, or helmsman inattention. The parrot is a loyal bird and didn't want toon anyone in particular.

What did happen was probably one of the best-executed broaches and recovery in the annals of aerobatic yachting. It was A Great Save. Too good to have been an accident. It must have been planned. The parrot ain't saying.

Havoc started the jibe, the wind caught the main, the boat heeled and started to broach. All in slo-mo to the tune of "Stand By Me". *Havoc* was down on her sides with crewmembers desperately clinging to the boat to keep from falling into the water. Ede immediately grabbed Gunner's bird in a desperate attempt to keep it from getting wet; while the two crew in the cockpit were actually under water

The best sight of all? The boat on her side with the mast top mere inches from the



water, the boom actually in the water, and a quick thinking Gunner with his arms wrapped around the boom holding on for dear life like a kid up a big tree with no way to get down. Gunner got very wet but hung on. Then *Havoc* came up for air and righted herself with all sails and crewmembers intact. No man overboards, no damage to sails or equipment, and no damage to Gunner's bird.

The *Havoc* Broach was very entertaining stuff and we look forward to next year's attempt at a Triple Lindy!

Broaching

What it is. What to do about it.

...from an article in the *Washington College Yacht Club*

What it is: When one loses the ability to turn the boat using the rudder and it rounds up so that it is broadside to the wind and heeled over, usually at an extreme angle, one has broached.

A broach is not only a scary experience, but it can also be dangerous to crew (e.g., someone falls overboard) or it can result in damage to the boat (e.g., the boom breaks when it hits the water). In extreme cases, a broach could sink the boat by keeping it heeled far enough for it to fill with water.

When it can happen: A broach usually happens when reaching hard in strong winds. It may be initiated by a gust (most common), a large wave, or helmsman inattention. The result is that, due to increased heeling, or a change in the balance of forces on the sails, and/or waves, the rudder loses its ability to steer the boat, and the broach occurs.

See page 5 for more on broaches .



6 Meters Still in the News

50th Anniversary Boat

Randy Cunningham, proud owner/skipper of Ca Va, submitted this article for our cover story last month on the two six metre yachts participating in VRC's racing series.

The Return of the Pointy Boats

by Randy Cunningham

The year 2004 marks 50 years since the Danish 6 metre *Ca Va* first sailed the waters of English Bay. Built in 1938 for the Royal Copenhagen Yacht Club, she was imported to Vancouver in 1954 by the well known Miller brothers, Sid (who begat local talent David) and Phil, to compete in the growing class of Sixes in the area.

For some decades, the Six Metres had been the sort of 'Formula 1' of sailboats. Often sailed by royalty in various countries, they were one of the Olympic classes up until 1952 when they just became too expensive to continue being anywhere near practical for most competing countries.

The Six Metre has played a major role over the years in the development of many of the 'go faster' items we now know. Two of the best known are the genoa jib and the spinnaker. Sixes were often built to test ideas designers had for the much larger Twelve Metres which became the America's Cup boats for 30 years.

Ca Va was designed to what is known as the Third International Rule which came to be in 1934. This is the rule that all the America's Cup Twelves were designed to as well. While the boats may all look similar, no two hull shapes are the same.

Like the Formula I of cars, there are certain parameters the designer must follow. In this case all the measured calculations equal 6 metres (or 8, 12 etc). In spite of the delicate appearance of these graceful vessels, they are all built to the substantial Lloyds 100A1 scantling specification. Because 75 to 85% of the boat's +/- 9000lb displacement lies in her ballast and with a shroud base of 5ft and a 47ft high rig, the hulls are under high stress. Because of this, things like cracked frames

(spaced every six inches) and leaking from under the mast in a seaway are not uncommon.

Ca Va is built of 5/8 African mahogany over oak frames with a composite full length ballast keel. I say composite because when the Germans overran Denmark in 1940, they decided her original lead keel would be better used in making bullets so off it came. After the War, a mixture of iron, steel armour plate and some bits of lead were put together to create a new lump to keep her upright. This none too exotic keel remains in place today.

Having a father who was a very active racer in the Vancouver area, I spent many, many hours of my childhood at both the West Van and Royal Van Yacht Clubs. The Six and Eight Metres were always my favourites. The beautifully graceful lines simply defined what I thought a sailboat should look like.

Ironically it was *Ca Va* that I best recalled. The Miller brothers won a large number of the Six Metre races during the 50's and 60's and competed regularly with the larger Seattle fleet (some thirty boats). *Ca Va* even attended the 1973 World's in Seattle where the fleet included Gary Mull, Ted Turner, Tom Blackaller and Pelle Pedersen.

About four years ago I decided I'd like to get back into sailing and thought a classic Eight Metre would be the ticket. After asking Eric Jespersen if he knew of any available local Eights, he convinced me that a Six was the way to go. He told me nothing else feels like a Six, where you stand up in the boat with a good percentage of your body below the water line. Wet, yes, but what fun. Steering from the leeward side with the rail down and your elbow dragging in the water is a very different sailing sensation!

As fate would have it, two weeks later a

friend would say he saw an advert for a blue Six Metre for sale in Comox...it had to be *Ca Va*. A ferry trip and one sail later the boat I hadn't seen for 25 years was mine. As a matter of interest, the Copenhagen Maritime Museum was negotiating with the owner but hadn't committed, so I did.

While the boat was being raced regularly, she was in definite need of a refit. This was largely completed in 2001 and while a lot of new Harken bits found their way on board, the original 1938 jib and runner winches remain.

It has been absolutely wonderful learning how to get the best from this old thoroughbred. I know my sailing skills are still far behind the boat's potential. With her long full keel and near 5 ton displacement, one has to be very sharp tacking so as not to lose too much speed....she does take a while to accelerate. There are few if any boats afloat that can point like a well-tuned Six and it's certainly one of my goals to get *Ca Va* going uphill like I know she can.

At the recent Six Metre Lipton Cup in Seattle, we managed a middle of the fleet finish even beating one or two of the modern Sixes. The event, incidentally, was won by one Eric Jespersen in his newly acquired Six Frenzy, a 1978 Britton Chance design. He seems happy he took his own advice.

The class has had a major resurgence in recent years. Having spent years in the classic car world, I see these boats drawing many parallels. They are beautiful, well built, exclusive, and have been undervalued plus they can be a competitive boat in modern fleets. Throughout Europe and parts of the US they have now become collectable.

Locally, our fleet is emerging with one of my original crew members acquiring his own classic Six, Starwagon. Another local Fife boat's restoration will be completed next spring and she will be sailing on English Bay. As well, there are at least two other local sailors that have at least verbally committed to adding another pair to the fleet.

As a side bar, we are slated to hold the North American Six Metre Championships on English Bay next July 23-25. With potentially seven Canadian boats and up to ten US entries, it should make for one of the most picturesque fleets seen in some time.



Continued from Page 5

STARWAGON

6 Meter Yacht

Moored at Maritime Museum

We received a lovely full color article from The Royal Danish Yacht Club with several photos of their 6MR racing fleet. Unfortunately, I'm unable to pass along the news as it's written in Danish and my wife will not allow me to employ a blond Danish translator. Ed

The following article was submitted by Aart van der Star, the present owner and skipper of Starwagon, one of the two International six metre yachts featured in our cover story last month.

Starwagon, US 79, is a very early third rule 6mtr, built for the rule change by the Luders yard in New England, 1937. Construction is mahogany plank on oak frame, bronze fastened, all to Lloyd's rules - one of the reasons metre boats have lasted so long!

The designer and pre-war sailor was Herman Whiton of the Seawanhaka Yacht Club, New York - main opponent, the famous *Goose*, US 81. After the war, in '48, she was sold to James Sheldon, who was runner up for the '48 US Olympic team, losing to Whiton in his brand new *Llanoria*, who went on to win gold.

1952 saw a repeat with *Goose* and *Llanoria* fighting it out and *Starwagon* coming to Canada to the Great Lakes, and, as always, racing. Salt water again in the mid-sixties with a Mr. Cavanaugh bringing her to Victoria. Rory Morahan of Royal Vic raced her in the '73 World Cup in Seattle after her first refit. I had the pleasure of having Rory handle her again at this year's Maple Bay regatta.

John Richardson did her a world of good, starting in 1979 till my turn at the helm three years ago. He raced 45 weeks a year with the Esquimalt club.

Ca Va skipper, Randy Cunningham, and I hope to rekindle 6mtr racing on English Bay, and already have two more classic 6's hoping to join us this year. Anybody interested in sailing or joining the group of classy ladies please give one of us a call.

Aart van der Star
Glen Valley Yacht Club

Anatomy of a Broach

As mentioned earlier, any of a number of factors may lead to a broach. Whatever the initial cause, the basic result is that the force acting to turn the boat into the wind (largely from the main) becomes stronger than the force acting to keep the boat from turning into the wind (the rudder and the spinnaker). So anything that reduces the forces generated by the rudder or the spinnaker relative to the force generated by the main can cause a broach. Thus a broach might occur, for example,



when a wave lifts the rudder out of the water. More common, however, is a broach caused by a wind gust. Here's what happens when a gust hits the boat. First, the gust causes an increase in heeling of the boat. This reduces the effectiveness of the rudder by either by angling some of its generated force down instead of sideways or by lifting all or part of the rudder out of the water. Second, the gust pushes the deepest part of the spinnaker aft. This moves the spinnaker's sideward force aft. When the spinnaker's side force moves aft (closer to the keel), it no longer balances as much of the main's side force. This is similar to what happens when one of the two people who are balanced on a teeter-totter moves toward the middle.

The reduced rudder effectiveness and the movement of the spinnaker's side force aft both reduce the forces keeping the boat from turning up into the wind and thus the broach occurs. Once the boat has turned into the wind, one would expect the spinnaker to luff and then completely collapse. However, the spinnaker actually stays full as the boat rounds up to windward because the wind is now entering the sail at the foot.



Prevention:

- Avoid close or beam reaching in heavy wind.
- Move the crew windward and aft to help keep the rudder in the water.
- Bear off (turn downwind) before a gust hits.

- Depower the main by flattening it, by letting the top twist off to leeward and luff (bring the traveler to windward and ease the sheet), or by luffing the entire sail.
- Move the pole farther back than usual. This will direct more of the force generated by the spinnaker forward. It will

also flatten and thus depower the sail as the sheet will need to be trimmed harder to keep the spinnaker from luffing.

Solutions:

If you react quickly enough, you can luff the main to stop a broach. This will have two positive effects: the rudder will be more effective (as a result of reduced heeling) and weather helm (the twisting force causing the boat to turn into the wind) will decrease.

If this doesn't work (it won't by itself once you have fully broached), here's what to do:

1. Let the sheet run out until the spinnaker collapses.

CAUTION:
DON'T EASE

THE GUY! The spinnaker won't collapse. Instead, it will just move farther away from the boat. This will make the problem worse.

2. Turn upwind (into the broach). This will increase the effectiveness of the rudder (through "reattached flow") and help collapse the spinnaker.

Once the boat has straightened up, turn down to a broad reach to build speed before coming back up to a hard reach. If you try to return to your previous course you may broach again.



January 11, 2004

POLAR BEAR RACE

(Or racing from the perspective of the back of the fleet...NOT)

BY EVAN SEYS

Having been banned from using the QB & QA buoys as racing marks by Vancouver Traffic because of an earlier fracas with a tugboat last year, I had loaded a pin and anchor aboard so that we could set a mark somewhere on the North Shore. (By the way, there are many rumors flying about that there were "words" with the tug boat skipper over the radio. This is NOT true and the only conversation was a request for his intentions which was unanswered!)

This was going to be a real pain and I had asked the crew to be there ON TIME at 9 AM so that we would have time to get out there and set the pin and get back to the start before darkness fell!! Of course Jason, our helmsman, was still asleep when we called to find out where he was at 9:05! At 9:35 he wandered up and was immediately put to work cooking breakfast as his punishment. Better than keelhauling, I'd say! We cast off and headed out.

The forecast was for sun and a good breeze. It was raining HARD and there was not a breath of wind as we arrived at the QC buoy to see which way the wind was blowing and make a decision about the course. Well, there was not a lot to say about that with the lack of breeze, but we decided to use a couple of freighters for our division (2) and the Division 1 boys were to go out to the Bell Buoy then back to the Kit's Barge buoy and finish. This would be a long race for them in these conditions.

Then a breeze got up and we all started to move pretty well as the start sequence began. Then BIG drama! Apparently *Turicum* & *Morgan le Fey* had a fairly major coming together and the former ended up with the pulpit, life-lines and spinnaker bag of the

end I just lost count of the minutes to go, and got really confused. The 'chute was hastily ripped from its sock, and hoisted - naked, and we charged for the line as the wind started to die again.

We were pretty well last but were sailing

well and started to catch the fleet. By the first freighter off Jericho we had caught some of the fleet and we gybed around the freighter to give chase. By half way to the northern freighter we had caught everyone except *Brer Terrapin* and *Rosebud* as the wind died. We could see boats from division 1 stalled up ahead on their way out to the Bell Buoy. This was not looking good for a finish.

Then we

suddenly had a huge wind shift of 180 degrees, and the 'chute filled on the opposite tack to give us a run back to the finish. This was almost too good to be true. The rest of the fleet seemed to be caught napping and our three boats took off on a wind line and left them all standing. . Our spinnaker was pulling hard and we were even catching *Rosebud* as we approached the freighter and flew the big sail through the gybe perfectly. This crew is really getting good! But the other two boats were also flying spinnakers and this was turning out to be a great race.

Ahead I could see the hole in the wind sitting over the committee boat and called them to ask if they could take times as we passed through the finish line in case the wind died altogether and we couldn't finish the second lap. We doused our kites and went



latter aboard. I am told about \$10,000 worth of damage has been done. *Turicum* went home in disgust and *Morgan le Fey* carried on with the race! There is a protest going on and no doubt we will let you know the result at a later date. Stay tuned!

Then the sequence for division 2 started and, as we were to have a downwind start, Gareth suggested that maybe we should get the 'chute up and see if all was well with it. You may remember that we had blown it the last time out and North Sails had done a great job of repair, but we had no idea if it would go up upside down or inside out!

Sure enough, the sock was all twisted and the drawsting was wrapped up inside the thing and it was a general mess. The starting horns were going off, then there was a postponement, and then start again, and in the



hard on the wind for the second lap and the freighter at Jericho.

BT & Rosebud were so busy fighting one another in classic America's Cup style that they seemed to be way off the wind and we seemed to be overtaking by getting higher into wind and would arrive at the freighter first, but then another wind change and we all closed up and rounded the freighter in pretty close order, but that's when it all fell apart. *Rosebud* got ahead and went off on another wind line while *BT* and we wallowed about putting 'chutes up and down and flopping about while the rest of the fleet closed up and fell into the same hole.

Rosebud made it to within a half dozen boat lengths of the last freighter when she too ran out of air and stalled. By this time it was about 2:25 PM and we were running out of time to finish by cutoff at 3 PM. So we called the race and informed the committee that the first lap times would count. So at least we would not have been out there for nothing. I hate when that happens.

The division 1 boys and girls were all racing hard but their luck ran out too and they all stalled within shouting distance of the finish. I spotted Joe da Ponte in his new acquisition, a Dash 34, out in the lead (good to see you out there Joe) with *Havoc* on his heels and the inimitable *Lordelpus* charging along at an astounding speed in virtually no wind just behind them. I don't know how these people do it. But that's why we have two divisions.

By the way, we increase our numbers each race and eight boats were out there doing battle this day (and 11 in division 1). But that's because our "reach, reach" racing is so much fun and the handicapping system based on the golf type means that we all have a chance by the end of the season. I understand that when all the results were checked that there was only 6 minutes between first and last boats. This is TIGHT!

I don't think there can be a boat out there whose crew did not thoroughly enjoy the day. We had a little of everything and all had to test our skills in the most arduous of conditions with wind shifts and constant variations in the wind speed.

And by the time the shouting had died

down, it turned out that we of the good ship *Perihelion* won the day. An enormous cheer went up as Steve Creagh read our results as we tucked into spaghetti with a great vegetable sauce prepared by Jodi. Great job, and very welcome on a chilly day.

It was good to see little *Equinox* out there doing battle with what seemed a bigger crew aboard than we had! Our fleet is growing and now I hear that we may have another contender in the shape of *Namba* soon. This is a C&C 39 ex-race boat which has twice won the Vic-Maui, I believe. She has a handicap of 109 and the sail inventory is astounding but the new owner hasn't raced much and needs to learn the ropes. This division is really the "kindergarten" for division 1 and the serious racing that goes on out there. You should try it, you know. You might just have as much fun as we do!

A Note From Your Publicity Officer

By Lyle McKenzie

The Roar Yachting section is your monthly newsletter and many of you have responded positively by submitting articles and stories for The Roar, or answered the Story Teller quiz.

I encourage the entire membership to keep this momentum going. If you have a story, or want to tell us about your boat, have a maintenance tip, an announcement, a suggestion on how to make the club even better, a complaint, or want to run a free ad in our Classified section; please contact me at adriftwithlyle@hotmail.com.

Happy & Safe Boating.

20 Reasons Sailing Is Better Than Sex

Submitted By Lex Peterson on *Rosebud*

1. You don't have to sneak your sailing magazines into the house.
2. If you are having trouble with your sailing technique, it's perfectly acceptable to pay a professional to show you how to improve.
3. Large groups – no problem.
4. No mention of sailing in The Ten Commandments.
5. If you get videotaped while sailing, it's unlikely it will show up on the internet when you become famous.
6. Your boat doesn't ask questions about others you've sailed.
7. It's perfectly respectable to sail a boat you've never seen before, or, sail several boats on the same day, whether you know them or not.
8. When you see a really nice boat, you don't have to feel guilty about imagining sailing her.
9. If your regular boat isn't available, it's OK to sail another one.
10. Nobody will tell you that you can go blind if you sail by yourself.
11. When dealing with a sailing professional, you don't have to wonder whether they're an undercover cop.
12. You don't have to go to a sleazy shop in a scummy area to buy sailing stuff.
13. You can have a sailing calendar on your wall in the office, tell sailing jokes, and invite co-workers to sail with you without being sued for harassment.
14. There is no such thing as a Sailing Transmitted Disease.
15. Nobody expects you to promise to sail the same boat for the rest of your life.
16. Shiny baubles often improve performance – hmmm, maybe not that different!
17. Two-foot-itis isn't life threatening.
18. When you're tipsy, it's OK to look at other bottoms.
19. It's not considered inattentive to have lunch and a beer while sailing.
20. Your boat will never complain that you sailed her just last week – and is that all you think about?



The Essential Art of Maintenance

Diesel Fuel Blues

by Steve Creagh, Fleet Captain

I am writing this article to remind everyone about problems that can occur with boats that have diesel engines. I'm not a mechanic but I have done lots of research on fuel troubles. My sailboat carries enough fuel (125 gallons in 3 tanks) that I can literally go for a year without refueling, even though we use the boat regularly. This creates major problems with fuel quality.

Usually these fuel problems don't show up until you really need your engine. Murphy's Law prevails. The basic principles behind diesel engines are straightforward; they require fuel, air and compression, all in the right ratio to fire. Remove any one of the required elements and the engine will quit. The usual culprit in the case of marine diesels is insufficient fuel flow. Since fuel filters are of a limited capacity, it is quite easy to plug the primary filters so that they cannot supply enough fuel to your engine to meet demand.

Most marine diesels have at least two fuel filters in combination with a water separator. One is the primary filter and the other the engine filter. The water filter may be separate or combined with the primary filter. The primary filter is responsible for removing the majority of contaminants from the fuel heading towards your engine. This filter is usually in the 15-20 micron range. The second filter, usually part of the engine itself, is normally a 2 micron unit. Diesel engines are sensitive to contamination due to their complex fuel injection systems. For example, droplets of water in your fuel can blow the tips off of your fuel injectors and completely destroy the injection pump, which is costly to repair, provided the parts are even available. They may not be if you have an older engine, like mine.

Now let's take a quick look at contamination that can build up in your fuel tanks. It's a given that you will have water in your tanks no matter what you do. Condensation will form in the tanks and water is also pumped into your tanks in minute quantities every time you fill up. When water and diesel get

together bacteria grow which form slime and brown sludge as they multiply and die. Interestingly enough, these bugs under the right conditions double their number every 20 minutes.

Bugs form microbial mats or long strings of seaweed-like structures. These bug colonies can develop into a layer several centimetres thick across the fuel/water

interface. They produce slime and acid as 'waste' that are carried throughout the fuel system causing many maintenance problems. Restricted fuel flow, uneven atomization and incomplete combustion can be caused by slime build-up in the fuel lines, filters and injector needles. Cylinders develop cool spots causing uneven wear to the rings and cylinder bores. Acids and gums can eventually leach into the lubricating oil, causing corrosion of the crank components. Some species create acids that remove ions from the atomic structure of metals: this is the main cause of corrosion in fuel tanks, lines, pumps and injectors.

There are steps you can take to try and prevent fuel contamination. You can add biocide to your fuel when you top up the tanks to prevent bug growth and kill any bugs that are already in your fuel. Biobor JF is one product that is available at just about any fuel barge. You can add water dispersants to try and break up small amounts of water in your tanks but there are conflicting arguments on this approach, due to the sensitivity of engine components to water damage.

The best approach is to periodically clean the bottom of your fuel tanks of sludge and water. Hopefully, your tank has a cleanout port, an opening for a fuel gauge or return line. You will need a suction device, like the ones you use to suck out old engine oil and a jug to put the water/sludge in. You have to put the suction wand into the tank opening and move it around like you are vacuuming your floor. Move it to every place in the tank you can reach, as the sludge will have created a layer over the entire tank floor and you want

to get as much as possible. Be careful, however, not to scratch the surface of the tanks if they are lined. A plastic or rubber tip on your suction device should be fine.

If you put the probe on the bottom of your tank and suck up nothing but pure clear diesel, consider yourself the luckiest boater alive. If there is no physical way of getting into your tanks, there are still several ways of avoiding fuel starvation and or engine damage due to fuel contamination. Make sure your fuel filters are serviced regularly, especially after being out in rough weather. Rough

***“bug colonies produce
slime and acid”***

weather stirs up all the sludge from your tanks and sends it straight into

your filters. Filters are cheap and engines are expensive, so make sure you have a good method of filtration and water separation. Bigger boats and ones that are well prepared often carry parallel filter banks. That way you don't have to try and replace filters and prime the engine, while standing on your head in the bilge, in a 5-foot sea. You do carry spare filters, don't you?

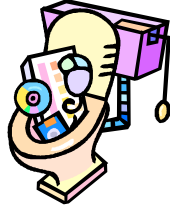
On my boat, due to the large capacity, I have quadruple filtration systems. Fuel, which flows out of the day tank to the engine, first goes through a large 20 micron home heating oil filter with a felt cartridge. This type of cartridge can get packed with sludge and still flow lots of fuel. Filters are CHEAP and effective. This is my first barrier against any large particles or sludge that may have been pumped into my tanks at fueling.

The second unit is a standard 10-micron CAV style filter/water separator with glass bowl and drain. The last barrier is the engine fuel filter to catch any small stuff. I have also built and installed a fuel polisher unit that will polish the fuel to zero microns if it runs continuously. It is independent of the engine supply filters and it uses toilet paper for the filter media. Using clear hoses I have watched rust coloured fuel go in and straw-coloured fuel come out of the filter. They are easy to build, but require a \$200 pump.

The main point to remember is that marine diesel fuel filters should be changed frequently as they are cheap protection and can help you prevent an engine stopping when you require it most.



The Chamber of Horrors and Other Stories



By Ruth Blomgren... Our Entertaining Officer

When The Husband's Away...

Why is it that the boat gods always know when your husband is out of town? When he's around, the boat senses his aura and instinctively knows that nothing can go wrong. However, when he leaves, the boat reacts negatively, sort of like when your dog gets mad because you've gone away for the weekend so it chews apart the sofa to get back at you.

The first time Steve had to go out of town, I was looking forward to the peace and quiet – watch what I want on TV, have a baked potato for dinner, and a hunk of cheesecake for dessert. Everything was going fine until I tried to flush the head. When I pushed the plunger down the only thing that happened was that water started to fill up the bowl and none left it. Not one to give up easily, I figured that if I just kept plunging, sooner or later whatever was blocking the hose would push out and the water would drain away. NOT!!

Shortly, I had a bowl full of water and other various "recycled" food stuffs. What was I to do? Wait until Steve got home in a week and just live with the smell and mess? Scoop up the liquid using my best bowls and then sand blast it to get rid of the germs? Call on a neighbour to help me and admit I'm a helpless woman? Try to fix it myself? I wasn't relishing using a bucket for the next week, so, on with the rubber gloves and to work I went. As it turns out, once all the extra liquid was removed, I tried plunging again, and low and behold, whatever was blocking

the hose was released.

After thanking God for smiling on me (I was on my knees anyway so it seemed appropriate), I threw out the bowl and never looked back. I consider myself lucky that it wasn't worse. A friend of mine had her holding tank explode when her husband was away, and she literally had sh** all over her V-berth, bedding and herself.

Next, Steve ended up in Ottawa for a week and I was trying to shake the pneumonia that I'd had for two months. I managed to get through the day at work and was looking forward to getting into my v-berth with my electric blanket on "high".

When I got home, I lit the diesel furnace and as I was screwing the door closed I turned on the electric fan that's part of the furnace. All of a sudden a large "whoosh" of flames shot out from the bottom of the furnace licking at my feet. I instinctively knew that that wasn't a good thing.

My immediate reaction was to turn off the diesel, grab the fire extinguisher and let go with a burst. Fire out...boat still floating...no 2nd degree burns...this is a good thing. Then it hit me. There I was standing in

He keeps telling me that his next boat will be named "Ruthless".

my good work clothes, sick, tired, my heart racing, the boat and myself covered with fine particles of white powder from the fire extinguisher. Talk about a bad day.

At the same time that the fire started, the 12 volt system shorted out but since we were plugged in at the dock I still had light to see what was going on. I phoned the only person that I could think of – Bill Clark – retired fireman. Thank God for Bill. He came over and made sure that I was OK, that the fire was completely out and advised me that from his experience it was going to take me forever to clean up the white powder.

Gee, thanks, that's just what I needed to hear. He knew it was an electrical fire so we then called Jonathan Blackshaw, who had just coincidentally read a book about electrical systems in boats. Jonathan and Kuro came over immediately and he tore my furnace

apart. He discovered that the wires of the fan under the furnace had been touching over the years and slowly wearing away the rubber coating until finally it was bare wires touching. When I turned on the fan, they shorted causing the fire below it. As it turned out, the fire was probably out before I let loose with the fire extinguisher. Better safe than sorry I guess. I must have cleaned that boat from top to bottom five or six times before I got rid of the white stuff. The good news is that Steve rebuilt the fan and now the furnace works better than ever.

Then there was the time that I decided to microwave some popcorn when the electric heater and various other outlets were on and ended up blowing the power. Only two places that I needed to check to see where it had blown – in the engine room or on the dock. After rummaging down in the engine room, I realized it had to be the dock. Sure enough, it was and I reset it. But before I got back on the boat, it blew again. I reset it, it blew again. It took me a moment, but I realized that I hadn't turned off some of the things that were plugged in so it kept blowing out until I turned some of them off. One of my blonder moments.

Many of my female friends who live on boats admit that they've fallen into the "husband's away" syndrome. Everything from broken heads (seems to be the top ranking problem) to leaks, fires, electrical problems and running out of diesel or propane as soon as the man of the boat leaves. I have a theory on this. I think that our men want to feel needed so they sabotage the boat when they leave.

Steve has me a little worried though. He keeps telling me that his next boat will be named "Ruthless".

I wonder what he means by that?

CLASSIFIED Buy & Sell

Want to buy an inflatable without a leak or sell your priceless nautical heirloom? You can reach 428 of your fellow Yachting Section members with a free classified ad. Just e-mail us your details and we will include it in this column.



ANNUAL SAFETY DAYS

March 13 & 14, 2004

MANDATORY COURTESY COAST GUARD INSPECTIONS

To all Moorage Members:

A current Courtesy Coast Guard Safety Inspection is required in order to renew your moorage contract with the club, April 1. The club will not renew mooring contracts of any member who has failed to provide proof that their vessel has successfully completed a Safety Inspection **prior** to April 1, 2004.

Safety Days will be Saturday and Sunday March 13 & 14. Appointments for inspections can be made through the VRC Office (604-687-3400) at half-hour intervals from 9:00am-4:00pm. Supplementary inspection dates will be March 20 & 21 with extremely limited availability. DBC Marine Safety Systems will be on hand to inspect fire extinguishers; they will also have safety items for sale at special discounted prices.

Safety inspections check that boats comply with federal equipment requirements. This includes navigation lights, flares, fire extinguishers etc. Safe Boating Guides detail what your boat requires. Guides are available online at: http://www.ccg-gcc.gc.ca/obs-bsn/sbg-gsn/main_e.htm. Please submit a copy of your inspection with your renewal form.

Racing Rules Seminar

Well the judging course (got our wires crossed and it turned out to be a rules seminar) was a great success with over 30 people participating. Thanks all who attended and thank you to Steve Tupper for taking the time. We would like to follow this with Race Management 1 and 2 in the next few months and then hopefully the Judging Level 1. We will keep you informed.

SCUTTLEBUTT

Sail to Hawaii!

Deepwater sailing adventure Hawaii bound aboard Valiant 40' *Berkana*. Departing leg is last week of May and homeward bound segment leaves Hawaii first week of July. Instructions include watch-keeping, laptop charting and weather systems, celestial navigation, shortwave and HF radio, radar. Each leg will be approximately 3 weeks, all inclusive \$2500. For Information call Jim Lavers 604 939 -2430 or 604 838 - 2615.

Best Wishes for a Speedy Recovery

...to Gary Cook of Marine Systems, *Clovelly*, who sustained a heart attack but is telling the docs just how to replace those valves.

...and to Debbie Neubauer of *Onetar* who is underoing surgery this week.

Sabrina Gets Ahead In The Head!

By Sabrina Class, Fleet Surgeon and Plumber Extraordinaire

I PLUGGED THE HEAD. At first I was hoping that perhaps the plunger was simply out of alignment as there was absolutely no spring whatsoever. It felt like it was up against metal. So I thought no big deal. I'll just start at the top and work my way down.

I closed all the through-hulls and proceeded to unscrew the plunger housing. Well, through-hulls may be closed but there is still some pressure and lots of poo in the pipes which all comes oozing out the top when you remove the screws.

Fine, I put down a bunch of old towels and worked my way down. Billy (the cat) found this all quite fascinating and was right in there. It wasn't an alignment. I got the bottom hosing off, removed the valve and there was the culprit – a big ball of toilet paper. But not just any TP – it was Charmin.

You see I had run out of paper so grabbed a couple of rolls from home. I'm always very careful with the amount of TP I put in the head so was quite surprised I had plugged it. Apparently they have been having similar problems in Europe with this brand of TP. I'm not surprised – it was as solid as a rock.

So never use Charmin on a boat. In fact you should always use the shake test before using any TP on a boat. Take one square and place it in a one-litre size bottle of water, give it two violent shakes and if it doesn't blow up into a bunch of bits don't use it. The other tip, passed on by Randy Stroschein as well, is always take digital photos when you take anything apart.

At first he said make sure you have the diagram. Well you know Matt. Diagram, instructions are you kidding!

Well I did as he said and actually had to look at one of them because I forgot where the little 'what's it' went. Quite the disgusting job and be warned: if any of our crew plug the head they will get a "hands-on" lesson on how to rebuild a Marine Head.





Name That Story Teller

BY LYLE MCKENZIE

I am utterly amazed at the response to this column. There are readers out there who know and enjoy their literature.



Wayne Peters got Sea Fever, "I must down to the seas again" by John Masefield, correct from last month. Ede Johnsson, Reid Dobell, Evan Seys, and Brent and Judith Sands knew that January's opening paragraph was from Moby Dick written by Herman Melville.

This month's \$25.00 bar tab goes to Ede Johnsson, and unless anyone thinks I am renegeing on a deal, I did go down to the club bar to set up Randy Stroschein's \$25 bar tab as last month's winner. I was told they have no way to facilitate an advance payment in their computer. Will try again this week as I want to help boost the club's booze sales.

Reid Dobel of *Luna Sea* submitted the following via e-mail for the February Roar. Try this, if you dare!

"The captain in the first place, is lord paramount. He stands no watch, comes and goes when he pleases, and is accountable to no one, and must be obeyed in everything, without question, even from his chief officer. He has the power to turn his officers off duty, and even to break them and make them do duty as sailors in the forecandle. Where there are no passengers and no supercargo, as in our vessel, he has no companion but his own dignity, and no pleasures, unless he differs from most of his kind, but the consciousness of possessing supreme power, and, occasionally, the exercise of it."

(I tried this on my wife, but it didn't go over very well!)

Any side bets on whether I have to come up with the twenty-five bucks for the February winner?

Also, if anyone else has a favourite line from a story, poem, or sea shanty, please let me know at adriftwithlyle@hotmail.com.

Upcoming Events

This is your club. Join your fellow members. Support these events. Make a Roar of it. performance.

By Stewart Elliott

Safety Days

March 13-14 & 20-21

Our annual Safety Days have been scheduled for the weekends of March 13/14 and March 20/21 with the evening of Wednesday, March 17 (St. Patrick's Day) available as well.

DBS Marine has agreed to provide fire extinguisher inspections on the Saturday of both weekends. These dates were chosen to provide the least overlap with inspection dates of other clubs and the availability of DBS Marine staff.

If you anticipate a problem with compliance or have related questions, please contact Safety Officer, Stewart Elliott at 604-521-5523.

Annual Spring Cleanup on The Docks

Saturdays in March

Our Staff Captain, Claude Gagnon needs volunteers for the Annual Spring Cleanup on the docks. Housekeeping, power washing, changing planks, small repairs, etc. Every Saturday in March 9:00 A.M. – 12:00 Noon, March 6, 13, 20, 27.

This is not heavy work and it needs to be done. Claude is offering a reward for your efforts. Pizza and beer are available beginning at noon in the club and a video presentation of the Van Isle 360 Race and other famous worldwide races.



Choose your Saturday and come out and make a day of it.

Call Claude at 488-9116.

Nautical/ Valentines Trivia Night



Friday Feb. 13

The 3rd annual Nautical/Valentines Trivia Night is Friday, February 13th, at 7 P.M. It will really be an unlucky Friday the 13th for you if you answer more right questions about your boat than about romance to your Valentine sweetheart.

Boater's Night Hosted by Quantum Sails

Friday March 12

Boater's Night is March 12 at 7:00 P.M. with guest speaker Edward Karadontis, sail guru from Quantum Sails. Ed will talk about the five or six basic control lines that most sailboats have (halyards, backstay, sheet, traveler, Cunningham, outhaul, and car or block positions). Racers and cruisers alike will get something out of this seminar because we all want to get the most out of our sails.

Pencil in this one for "Go Fast"

Polar Bear Races

Sunday Feb. 8 & 22 and March 7

Come and join in the fun. Power boaters can volunteer to be committee boat for a day (we'll supply the know-how) and sailors can test themselves against other diehards all in a fun atmosphere. Why wait for the Suntan Series?



CLUBHOUSE HOURS

OFFICE

Monday to Friday 9 am–7 pm
 Saturday, Sunday 10 am–2 pm

LOUNGE HOURS

CARVER ROOM (LOWER LEVEL)

TROPHY LOUNGE (STREET LEVEL)

Monday		Closed
Tuesday	5-10 pm	Carver Room
Wednesday	5-10 pm	Trophy Lounge
Thursday	5-10 pm	Carver Room
Friday	5-10 pm	Carver Room or Trophy Lounge
Saturday	Noon-10 pm	Carver Room
Sunday	2-9 pm	Trophy Lounge

COMING EVENTS

CLUB

Feb. 19 VRC Annual General Meeting
 Mar 8 VRC Board Meeting

FIELD HOCKEY

March 20 Trivia Night
 April 24 Awards Night

YACHTING

Feb. 8 Polar Bear Race
 Feb. 13 Trivia Night
 Feb. 22 Polar Bear Race
 March 12 Boaters Night
 April 16 Boaters Night

RUGBY

Feb. 28 Dance
 March 6 Rugby Captain's Dinner
 March 27 Party

ROWING

2004 February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8 Polar Bear Race	9 VRC Board of Directors Meeting	10	11 Rowing Executive Meeting	12	13 Yachting Trivia Night	14 
15	16 Yachting Executive Meeting	17	18	19 VRC AGM	20	21
22 Polar Bear Race	23	24	25	26	27	28 Rugby Dance
29						

2004 March

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6 Rugby Captains Dinner
7 Polar Bear Race	8 VRC Board of Directors Meeting	9	10 Rowing Executive Meeting	11	12 Yachting Boaters Night	13
14	15 Yachting Executive Meeting	16	17	18 Field Hockey Executive Meeting	19	20 Field Hockey Trivia Night
21	22	23	24	25	26	27 Rugby Dance
28	29	30	31			