

The

R O A R



Volume 29 No. 7

July 2004

April Learn to Row Crews Compete



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I have been a member of VRC Rugby Section since 1988 and have extensively played and coached with a high degree of success. I am committed to winning, both on and off the field.

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Vancouver Rowing Club
presents
the 9th Annual
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All of Liberty's Tastings-in-the-Park are benefits for Amateur Sports at VRC

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AUDITOR BIDS

The VRC Board of Directors will be putting the annual audit of the Club's Financial Statements out to bid this year.

In this regard, any members who have contacts, recommendations or suggestions on firms to include in the bid process are encouraged to contact the club's Honorary Treasurer, Peter Klinkow, either directly by email at: pklinkow@telus.net or by contacting the club office at (604) 687-3400.

The ROAR

Monthly newsletter of the
Vancouver Rowing Club
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The Jokers

DROP-IN MIXED HOCKEY

@Livingstone Fields

Mondays: 6:30 to 8:00 pm
(until August 15th)

Open to all clubs and players

Wednesdays: 8:00 to 9:30 pm
(until August 17th)

JOKERS Only & select guests

BC High Performance Programmes

BCHFA

A Jokers contingent will be representing BC at the National Championships this summer:

Coaching Staff:

Steve Rodrigues & Chris Ingvaldson

Players:

Matt Peck	Gavin Caldecott
John Williams	Stu Dickenson
Dave Warren	Steve Warren

Indy Sehmbi (former Joker currently at UBC)

The tournament takes place in Ottawa over the Canada Day long weekend (July 1st- 4th). Good Luck and bring home the gold!!!

BCWFHF:

The following Jokers are competing for BC this summer:

Alana Couzelis (Jokers Orange)
Under 18 White

Justine Osipov (Jokers Orange)
Under 18 Black

Katie Tittler (Jokers Orange)
Under 18 White

Keegan Stewart (Jokers 3)
Under 16 Blue

Kim Aldridge (Jokers Orange)
Under 18 White

The Under 18 White team travels to Virginia Beach (July 27th-Aug. 1st) to compete in the USA/Canada Youth Challenge Cup Series. The Under 18 Black and Under 16 Blue teams will compete in the FHC Under 18 Junior National Championships in Vancouver (at Crofton House School and Eric Hamber) from July 22nd to 25th...The schedule will be posted on www.fieldhockeybc.com Come out and cheer them on...

JOKERS JUNIORS

Thanks to Kelly Rodrigues, Lynn Newman-Saunders, Shelley Burnes, Maija Scott, John Williams, Penny Baggott and Jordan Bryan for helping with coaching the Jokers Juniors programme that took place during the months of May and June on Monday evenings at Livingstone...

JOKERS TRIVIA

What were the most number of bacon n' egggers consumed at the VIT and by whom....?

JOKING AROUND

Due to lack of numbers, the tour to England is unfortunately cancelled... if you have surrendered any money towards this trip, contact Norma ..

Yet fear not, an equally entertaining tour is planed for the Joker stampede to Calgary, which coincidentally lands during the same time as the Calgary Stampede...July 9th is the round up. A diary of daily events will be posted soon...If interested in going it is still not too late. Contact Meridith or Barb McD. Summer training is in effect on the deck at the VRC every Thursday evening and Saturday afternoon, one can always join the joggers beforehand..if the urge to get in shape arises....

Or, you can always use these excuses on WHY NOT to exercise....

- Joined a gym and lost \$400 and haven't lost a pound. Apparently you have to show up.
 - I don't jog. It makes the ice jump right out of my glass.
 - I have flabby thighs, but fortunately my stomach covers them.
 - I don't exercise at all, if we were meant to touch our toes they would be further up our body...
 - If you are going to cross country ski, start with a small country.
- Badda Bing!!!!!!!!!!!!!!!!!!!!

YOUR NEW EXECUTIVE

After a quorum was established at this years AGM (5 people! Not including the executive Which is better than last year's which was 2!!) Next year we will have to add more seats!! Your new 2004/05 executive was elected... and they are:

President	Steve Rodrigues
Ladies Captain	Beth Robertson
Mens Captain	Peter VandenBerg and Mike Mckee
Board of Directors	Lynn Newman-Saunders
Social	Kelly Rodrigues
Treasurer	Ted McLellan
Equipment	Victoria Bryan
Communication and Marketing	Meridith Elliot Barb Mcdaniel





RUGBY

The off season is a time to reflect on one's accomplishments, goals, fitness levels and karma. The past season saw the Super 2s win the VRU championship. Those involved in that accomplishment were more than proud and excited. The VRC is looking toward premier division next season. This goal is a worthy one; something that will take a whole club to build. Current fitness levels are questionable at best (see Ace to improve this). All of these things are aspects of our club that will gain momentum as the next few months roll past. The most recent develop-

ment, however, is the meaningful and vast improvement Rowers Rugby has gained in good karma.

June 19 and 20th saw the Rugby section participating in the 24 Hour Relay for the Kids. Twenty Rowers and their friends braved lack of sleep, scorching temperatures and liver damage to party and run for the cause. In total, Rowers Rugby ran over 140 miles and raised \$4,000 for children with disabilities in 24 hours. Aside from losing in the semi-final of the recreational volleyball tournament (cheers Robin Mallinder), the weekend was a resounding success. All involved had a great time. So, due to our hard work for the 24 hours, our collective karma has been recharged for another season of wild Thursdays and sinful Saturdays.

Despite the action last weekend, I do not want you all to think that the rest of the summer is a rugby wasteland. Touch is still happening on Thursday nights. More importantly, there are other events on the table. Check out the hastily put together list of events below. To be involved in tours and/or tournaments, get in touch with Kelly

Egilsson (kellyegilsson@hotmail.com) or Chris Remington (remichef@hotmail.com).

** Please note that Chris Remington's stag will take place the night of July 10th after our friendly against Whistler July 10th. A tour and a stag...uuuh hell-ooo!! **

The website

www.vancouverrugby.com is currently being updated; stay tuned. If you have any suggestions, info or digital pictures you think should be included on the website, please contact Romain at (604)505-0309.

Hopefully, we will see most of you at training on Tuesday and Thursday nights.

Here's to a great summer!

Cheers, Jamie Overgaard

- July 10th Whistler 15s
- July 17th SFU 7s
- July 24th Whistler 7s
- Aug 7th Over 30/Under 30
- Aug 14th Gibson's Tight Swine
- Aug 14th Intersectional Regatta
- Early August: Kelowna???



Important Rowing Dates

July 2 Preliminary draw posted (BC Champs)

July 8 Loading BC Champs

July 10-11 BC Champs - Elk Lake, Victoria

August 1 Cdn Masters Entry deadline

August 7 Green Lake Summer - Seattle (info not posted yet)

August 20-22 Canadian Masters Champs - Elk Lake, Victoria

Don't forget to watch the Olympics in Athens August 14-22 for some last minute tips before the Big Race of your own in Victoria!!

JOIN US FOR A "BURN IT YOURSELF BBQ"

Every Friday, Saturday & Sunday

MENU

Cook-your-own (includes salad, roll & butter)

8 oz. New York Steak	\$7.50
1/4 lb. Beef Burger	\$3.50
Veggie Burger	\$4.00
Chicken Burger	\$4.00
Salmon Burger	\$4.00
Smokies	\$3.25

Add On

Baked Potato	\$1.25
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GST INCLUDED

* all prices subject to change



Yachting

Lamb Bake Cruise

By Butch (James) Paone

Point of view of one person volunteering at the annual Montague lamb and pig roast!

First, one with no boat has to get there by other person's boat - person with no boat has to ask person with boat if he can come along. This is done months in advance due to having no problem with being asked to help with the preparations of cooking the meat and then carving of the meat. No problem to help out but I've got to get there.

A week before we go I have my tools ready to do the preparations. All is looking well except I get a call Tuesday night, "no fires allowed to cook meat and we need help to make a portable briquette BBQ". I make some phone calls and arrange to borrow the Church's BBQ, received another call from Cruising Director and they have made arrangements to make a BBQ themselves

Make arrangements with *Elle* to leave early on Friday to make the tides. We leave on time and are under the bridge at 14:00 hours motoring with 8 little horses doing 3-1/2 knots. Motorsailed to bell buoy, turned motor off and hang on because at 17:30 we are taking the sails down in front of Tugboat Island - what an awesome ride!

Dock at Silva Bay, prepare supper and wait for Betty to arrive by ferry, as she was too anxious to execute the strait. Enjoyed dinner of poached halibut, curried rice, fresh salad and home made dressing with a fine bottle of home made wine and chitter chatter and pitter patter with the other 8-10 VRC boats that made the journey that day.

Bed down for the night in the newly constructed v-birth. Betty and I thank you Claude for sleeping quarters where we can cuddle, but we didn't get much sleep after the heavy rain squall in the middle of the night - who could forget that.

Awake to a beautiful Saturday morning and a hearty breakfast of omelette, toast, coffee and sambucca, motor to Porlier Pass and our final destination at Montague Harbour where we find room at the dock - great, no rowing, towing, or hitch-hiking - just jump off and come and go at will.

While at the dock, *Elle* becomes a very popular meeting place with visits from the Commodore, past Commodores with some more of that famous chitter chatter without the pitter patter. Much discussion with anxiousness and apprehensions with the big question being... "Do we have enough briquettes with 25 bags to cook the animals for five hours?"

Work party started earlier than normal and as usual volunteers come along and helped pack and carry odds and ends and bits and pieces to make it possible to build the new BBQ. Thanks to Dave Dorman, Fred Grimman and Matt Wagstaff who supplied and designed a great BBQ pit but the question remains "The BBQ pit is simplicity and there is no problem putting it together but will it work?" The doubting Thomas (James) is still having a problem with the heat lasting for five hours plus.

The BBQ crew gets together; the pyromaniacs go first, then the meat crew - cutting, sawing, stretching, sewing the meat to the racks. First the pig in the centre, and then 30 degree angle one lamb - head out butt in; second lamb another 30 degree angle - butt in head out. On the pit they go - opps, animals too high... off the pit, modify spit, this works much better. Start the turning but where are the turning crew? No crew because there is no beer, no beer no turning crew... mayday mayday or is it only a pan pan, beer crew is on the way. My job is over for now, the fire crew and the turning crew are happy because the beer has arrived

My job now is to find Mr. Glad Man (Richard) to survey his cabin and see what work is needed to repair his foundation. Sergio to the rescue with his little blue dinghy and off we go to battle the millions of caterpillars on the trees and deck. No problem to fix the damage - will do this next month. With no TV, no computer, and no electronics I observed Richard's daughters and friend looking for clams and playing in the mud right up to their knees and having a great time. They would make a good soap commercial, seeing them later in the day all clean and gussied up for the party.

After a nice visit, back to the BBQ and what a surprise the meat is looking awesome, and it's almost cooked! Good on who thought of putting the potatoes over the briquettes to block the excess heat to prevent overcooking of the meat. The time has come, the meat is ready to be cut and the vultures are here. First the pork gets cut, then the lambs, cutters get their white aprons, and sharp knives and big black rubber gloves and those big long carving forks. Jonathan and Kiro do a great job of ticket taking - no tickee no eat the meat. The potatoes are the best I've tasted in years, the salads are salads, but my belly is not big enough to try all of the sooooo good potluck desserts.

After dinner when things were cleaned up, with a nice glass of liquor, a big fat cigar, my sweetie and Gunner and Edie, we watched the sunset in god's paradise; what a beautiful way to end a beautiful day with good food and good friends.

The final clean up, take down, put away. The BBQ will be good next year and for many years to come. Special thanks to the park rangers for letting us store the pit on the island year after year. I received many accolades for my work but I say I am just one of many volunteers who all pitch together and get the job done and I think they are the ones who should get the thanks. Hope to help out on the next outing and hope to see many more new faces as volunteers.

Time to get back to Vancouver with the mini 8-horse outboard and the mighty 41-foot *Elle* but with no wind to propel us at break neck speed the crew, James and Betty, start looking for hitch hiking help to get us through the pass. First Chris on *Brer Terrapin* comes to the rescue. Thank you Chris and crew, especially for the flash; and then Chris on *Kiltlifter* tows us through the pass where the wind is up to 5 knots so we drop the tow and sail to the front of the fleet. Of course not for long as we all know there was no more wind and back on the Minnie 8 horses go.

Steady as she goes but the crew is again looking for a bigger motor going by and commandeered *Wind Spirit II* and crew who sacrificed her favourite sun hat to be a good Samaritan and get us under tow right home. Thanks to Brian and Sharon. Yahoo only 12 hours and we are home safe with drinks for the skipper.

Yes we would do this all again. Thank you Claude and *Elle* and see you on the next cruise.



Safety First

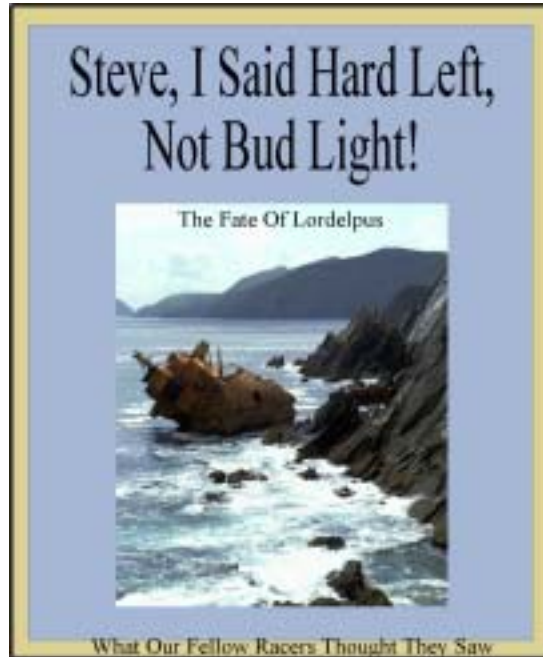
Lordelpus Shows the Way Again

By Lyle McKenzie

Sun Tan Race 3 once again showed how selfless *Lordelpus* is and how we will often sacrifice a very big lead in order to make an important point about safety issues for our fellow racers. Our concern is that there have just been too many boats running aground in past races, and we needed to show some leadership (again), and stage a grounding in order to show proper procedures in getting safely back in the race in a timely manner.

A Recipe for a Grounding, with A Beautiful, Timely Recovery:

1. Deliberately, in full view of fellow racers, run aground at The Imaginary Yacht Club.
2. Maintain calm and order.
3. Smack Steve across the head once even though he was not at the helm.
4. Ensure all crew are wearing regulation life jackets.
5. Have 8 crewmembers hang precariously from the outboard boom. (This won't do anything, but it shows leadership.)
6. Wave at Steve Creagh as he passes overhead taking time-lapse photos of Spanish Banks from his Sputnik. "Ziggy Stardust To Ground Control"



On That Fatefull, Stormy Sunday At Spanish Banks

7. Make coffee while the boat is upright and steady.
 8. Hoist the spinnaker and have the wind do the work for us.
- Elapsed time. 8 minutes. Back in the race and an example of superb seamanship for all to follow.

Any boat requiring the detailed, illustrated instruction how-to manual & video please send U.S. \$100.00 plus return postage

to The Wagstaffe Refreshment Foundation.

Or if you don't like this version....how about this one.

Just prior to the start of the race, Matt "Wiley Coyote" Wagstaffe, strapped on his Acme Rocket Back Pack, as he always does when he is hunting "RoadRunner." He fired it up and through the din said, "Let's avoid **Spanish Banks** at all costs."

What the crew thought he said.

Bachelor Bruce Bramsay: **Spanish Omelet!** Breakfast without commitment! That's for me. You mean I don't have to bring someone home with me to make my breakfast.

Steve "Lay, Lady, Lay" Lawton:

Spanish Fly! Hey mate. Let's get over there. That stuff's better than Viagra.

Art Garfinkle Gould: **Spanish Harlem!** I've got the curly hair and I can sing and

dance.

Fiona "Smirnoff Ice Queen" Class: **Spanish Olives!** Can you make martinis with black olives?

Sarbrina "Martha Stewart" Class: **Spanish Onions!** Do they go with English Eggplant? Tony "Mumbles" Livingston: **Spanish Lessons!** Maybe I can learn another language. No one seems to know what I'm saying in English.

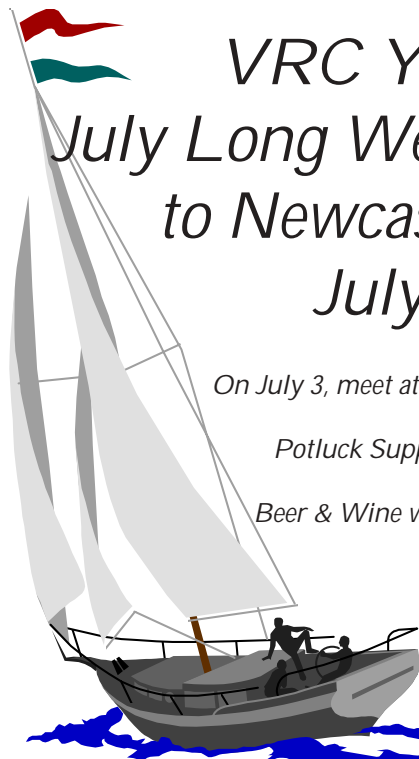
Christina "Has What Every Man Wants" Melnyk: Batted her **Spanish Eyes** and said "Heh sailor, how would you like a nice, cold designer beer?"

Pat "Gunboat" Haliburton: **The Spanish!** The bast.rds are fishing at our banks again and taking all the fish. Let's ram the herring chockers.

And Lyle just played the **Spanish Guitar.**

For the first time in all our races Skipper Matt did not have to tell the crew to sit out on the lee side. The entire crew scampered to the lee side on their own, anxious to be the first to get to The Spanish Banks.

The above is a true story and is not a fib. *Lordelpus* did not have an accidental grounding and all the sniping, shame on you, ha-has, snickering, what happened to you guys? scuttlebutt, whisperings, rumours, stories, and finger wagging, has got to stop because our skipper, Wily Coyote, is a very sensitive person and may fall off a cliff with an anvil, get flattened by a speeding truck, or run into a brick wall with a sputtering, unlit rocket back pack.



VRC Yachting July Long Weekend Cruise to Newcastle Island July 2-4

On July 3, meet at the camp site for a

Potluck Supper & Dessert

Beer & Wine will be provided

For more information contact
Doralee at 604-321-4323 or
email murray@telus.net



Round Bowen Island Race

By Lyle McKenzie

Round Bowen is one of the premier social events of the racing season. The actual race day is Saturday, but many contestants arrive Friday and stay over again Saturday night to partake of the fabulous island hospitality. A chance to see old friends from other campaigns, tie up at The Union Steamship Marina, fish & chips at Doc Morgans, dock parties, pancake breakfast, a big party with a live band under the tents on the lawn..... and just enjoy the views that Bowen Island has to offer.

This year there were 127 keelboat entries, 7 multihulls, and 12 dinghy/catamaran entries for a total of 146 boats. The Sailing Instructions call for one start for all divisions and the start line is a shore transit in line in front of Snug Cove and the committee boat. In past years the start line has been most of the width of Howe Sound from the entrance to Snug and Horseshoe Bay.

This year they shortened it up. The SI's call for a total rounding of Bowen Island leaving the island to starboard and the only marks on the course are at the start and the finish.

The fantastic VRC was represented by in order of finish:

Road Runner – Joe DaPonte

Havoc – Gunnar & Ede Jonsson

Lordelpus – Matt Wagstaffe/Dr. Sabrina Class

Aorangi – Brent Sands

Carpe Diem – Marco Coda

Relentless – Mike Dunne

Arashi – Michael Osborne

Seanachai – Gerald Kenefick

With all boats together for one start, and a longer line due to 146 boats, it is difficult for most boats to see the flags, or hear the signals. As a result of this, the race officer counted down the start on channel 72 of the VHF. This was the only orderly event in a sea of confusion.

Brisk winds made for speed and the sea was literally boiling with boats crossing each other's bows and trying to stay out of each other's way. Amazingly, there were no collisions or touchy-touchy considering there were 146 boats in a tighter space than a Filene's basement dress sale. (If you have

been in the clothing business, you have to make the pilgrimage to Boston at least once in your life to watch the mad rush to buy dresses on sale, where the crowds are so big that the change rooms are overflowing and the ladies, dozens of them, are changing, trying on, and fighting over dresses right there in the aisles.)

Lordelpus tracked the start sequence on the VHF, and moved into final assault position just behind most of the boats with one minute to go. It was just like being on the line for the big play in American football. Fullback Matt took the ball on a handoff in the backfield and proceeded to steer the big boat in and around the opposition looking for daylight. He ducked under some boats, forced others up, intimidated smaller boats into getting out of our way, and ran the ball up-field until he found a big hole with

daylight. We fought our way through the line to the sounds of sailors screaming "water, barging, luff up, don't come down, hold your course, starboard & protest."

This was our best and most thrilling start ever and we emerged from the traffic with clean air and a 10th position. We stayed with the big boys for 2/3 of the race around the island before we fell into a hole with no wind and chased wind patterns on the water for an hour at the top north end of the island.

A definite highlight in this race was turning around from time to time and seeing 120 spinnaker sails spread out across the horizon with the city as a back drop. A beautiful calendar photo with no two sails alike and every colour and pattern imaginable. It reminded me of being in card shop and looking at brightly coloured ribbon and wrap.

All in all a great day to be out sailing.



ROAR by EMAIL?

Members have the option of receiving the *Roar* by email, by regular mail or by both methods. Monthly an emailed link is sent out which will take you to an online PDF document (requires Acrobat Reader).

If you would like to change your current method of receiving the *Roar*, simply call (604-687-3400) or email us at the club (office@vancouverrowingclub.ca).

Current and back issues of the *Roar* are available on the club's website:

www.vancouverrowingclub.ca (follow the links under "About Us" on the main page).

VRC Sections' Invitation to Race

We are trying to encourage VRC sections to work together and learn more about each others' sections.

The yachting section races every second Sunday during the summer (see the posters up in the club). If you are interested in crewing, please sign up on the sign-in sheet outside the Carver Room Bar. If you are a skipper, and wish to show another club member what it's like to sail, you have to sign up also.

I will leave it to the potential crew and skippers to contact each other from the list. Please, let's get together and have a good time learning each others' passions.



Salty Talk

Origins of Nautical Quotations

Edited by Lyle McKenzie

Son Of A Gun

If paternity was uncertain the child was entered in the log as "son of a gun".

To Go By The Board

To go for good, to be completely destroyed or finished with, thrown overboard. When a ship's mast is carried away it is said "to go by the board", board here meaning the ship's side.

aloud 'And if it also comes on to blow and rain uncommon hard, we take battens, stout laths of wood, that fit against the coaming, the raised rim of the hatchway, and so pin the tarpaulin down drum tight.

Some people do it by nailing the batten to the deck, but it is a sad, sloppy, unseamanlike way of carrying on, and we have cleats.'"

Jury Rig

"assembled in a makeshift manner", is attested since 1788. It comes from "jury mast", a nautical term attested since 1616 for a temporary mast made from any available spar when the mast has broken or been lost overboard.

The OED dubiously recorded a suggestion that this was short for "injury mast", but recent dictionaries say that is probably from Old French *ajurie*="help or relief", from

Latin *adiutare*="to aid" (the source of the English word "adjutant").

At Loggerheads

"...They had been sparring, in a spirit of fun, with loggerheads, those massy iron balls with long handles to be carried red-hot from the fire and plunged into buckets of tar or pitch so that the substance might be melted with no risk of flame. 'They are sober now, sir; and penitent, the creatures.'"

Crew Cut

Crew cut refers to the monthly (at least) haircuts that would be offered.

The hair, beard, and mustache must be worn neatly trimmed. The face must be kept clean shaved, except a mustache, or beard and mustache may be worn at discretion. No eccentricities in the manner of wearing the hair, beard or mustache are allowed.

[*The Bluejackets' Manual*, The United States Naval Institute, 1943]

Skyscraper

A triangular sail set above the *skysail* to maximize the advantage of a light favorable wind. A triangular *moonsail*. On the clipper ships and perhaps in Jack's time, they had sails, which would go above the royals.

I cannot quite remember the order, but it went some thing like skyscrapers, moonrakers, angel's foot stools and finally star gazers which were only set in dead calms and as I read in one book, the crew were not even allowed to sneeze. ... the skyscrapers would come from this, being the highest

'used' sail on a ship.

The others were mostly for show as they could not bear out a strong wind without being carried over the side.

Skylarking

"Yet the *Surprise*, lying there in the road, had three midshipmen aboard, and what they lacked in intelligence they made up for in physical activity. Robert, having but one arm, could no longer go skylarking, hurling himself about the upper rigging regardless of gravity, but his messmates would hoist him by an easy purchase to astonishing heights, and from these, having still one powerful hand and legs that could twist around any rope, he would plunge with infinite satisfaction.

He was at the masthead, negligently holding the starboard main topgallant shrouds with the intention of sliding straight down the whole length of the topgallant backstay, well over a hundred feet, when his eye, wandering towards San Lorenzo, caught the odd spectacle of a very small boat trying to tow a much larger one... "

Toe The Line

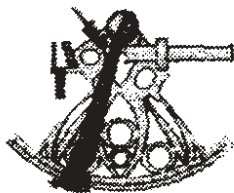
"[Amos Dray] ...shaded his mouth with his hand and in a deep rumble whispered, 'Toe the line, my dears.'

"The two little pudding-faced twin girls in clean pinafores stepped forward to a particular mark on the carpet, and together, piping high and shrill, they cried, 'Good morning, sir.'"

Freeze The Balls Off Of A Brass Monkey

This explanation is not what you think. On ships, cannon balls were sometimes stacked in what was called a monkey, usually made from brass. When it got really cold the monkey would contract forcing some of the cannon balls to fall off.

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4642 Francis Peninsula Rd.

E-mail: tonyrepard@shaw.ca

Member: Society of Accredited Marine Surveyors.

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Yachting Summer Regatta

July 10-12

2 fabulous days of racing
Dinner dance Sat. night



Step Up To The Plate WANTED

Looking for a highly motivated person who likes to plan parties and order a bunch of people around. Must be able to commit to endless hours organizing events with strict deadlines that no one adheres to. Ability to remain within a budget, or if not, to use your cloak of invisibility to skilfully hide from John P (yachting treasurer). Applicant must be able to work with a maximum of 4 hours of sleep a night, less as the event approaches. Skills should include grovelling for volunteers, biting off more than you can chew, and dancing on the head of a pin while juggling eight balls in the air.

Sound like a job you'd be interested in? If so, contact Ruth, Yachting Entertainment Officer at 642-5152, or e-mail me at screagh@telus.net.

The Vancouver Rowing Club's constitution says that the objects of the Section are to:

- Develop and encourage yachting
- Develop seamanship and the knowledge of navigation
- Encourage and sponsor social activities amongst the members of the Section and the other members of the Club

I have spent the last two years organizing social events and encouraging members to participate in the various functions that we sponsor. It has been a wonderful and rewarding experience that I wouldn't change for the world.

I have met a wonderful cast of characters, from the ridiculous to the sublime, and all of them have touched me in one way or another. (Get your minds out of the gutter!!!)

However, all things must pass. And by that I mean that it's time to encourage someone else to step up to the plate and take on the responsibilities of Entertainment Officer for the Yachting section. Two years is about all you should take on. After that, and you start to burn out – BIG TIME.

It is a LOT of work, but I have enjoyed

almost every moment of it. I have met so many people and learned so much about organization and delegation.

It also has encouraged me to become more active in other Club events. Inter-sectional Regatta, dances, burn it yourself BBQ's, the racing events, cruising events, I even joined the rowing section for awhile until my body gave out on me.

So.....don't be discouraged by my tongue in cheek description above. If you are interested, now is the time to come forward, so that Kina and I can acquaint you with what is involved in your new job which could start in October with the Annual General Meeting.

Don't worry, you won't be left alone to deal with everything. Kina and I will still assist you with organizing and planning, and give you our experience. Someone has to come forward, or the Yachting section does not have an Entertainment Officer.

If you have any questions, give me a call and I'll fill you in.

Ruth Blomgren
604-642-5152

**Pick up your 2004
Yachting yearbook
in the Club office.**

Who Is That Story Teller?

Edited by Lyle McKenzie

The old river in its broad reach rested unruffled at the decline of day, after ages of good service done to those that peopled its banks, spread out in the serenity of a waterway leading to the hands of the earth...The tidal current runs to and fro in its unceasing service, crowded with memories of men and ships it had borne to the rest of home or to the battles of the sea. It had known and served all the men of whom the nation is proud....It had borne all the ships whose names are like jewels flashing in the night of time...It had known the ships and the men. They had sailed from Deptford, from Greenwich, from Erith - the adventurers and the settlers; king's ships and the ships of men on 'Change; captains, admirals, the dark "interlopers" of the Eastern trade, and the commissioned "generals" of East India fleets. Hunters for gold or pursuers of fame, they all had gone out on that stream, bearing the sword, and often the torch, messengers of the might within the land, bearers of a spark from the sacred fire. What greatness had not floated on the ebb of that great river into the mystery of an unknown earth!...The dreams of men, the seed of the comonwealths, the germs of empires...

April 18th
May 2nd & 16th
June 6th & 20th
July 25th
August 8th & 22nd

SUNTAN SERIES 2004
Sponsored by Martin Marine

The Fleet is Growing
-33 Boats for the Polar Bear Series-
Are You In?

BURGERS ON THE BACK DECK !!
For registered skippers and crew
Contact Matt at 604-836-4434



The Racing Rules for the rest of us

by Al Robertson

“Read the manual stupid,” (I think I may have left out a pronoun there) is a familiar rant of IT consultants everywhere. I guess we’re all guilty of ruminating over the rules without bothering to look them up. I think the rule book, racing’s “manual”, deserves some reading: Maybe this will get you started.

The Current edition of the Rules Book became effective 1 April 2001, It’s about 7 inches tall; four inches wide, if you include the plastic coil binding; and exactly 150 pages long. The cover has a small picture of four lasers rounding a windward mark—Canada in the lead—a couple of logos, and the title, “the Racing Rules of Sailing including CYA prescriptions.” (Sorry, no “Go Fast” drugs here. Prescriptions are in this case “suggestions”.)

Inside, the book looks pretty dry at first. With parts, appendices, and definitions, one doesn’t need a dictionary to come up with the word “boring” as a first impression. In fact, on closer inspection, the book, which contains a lot more than just collision regulations, reveals itself to be a reasonably entertaining read.

The table of contents shows that the book consists mainly of seven numbered “parts”, fifteen lettered appendices and three more numbered ones. Preceding all of this is a one page introduction stating, among other things, that no changes are contemplated until 2005, and if made, will be posted on the ISAF web site (www.sailing.org).

Immediately following the introduction is the “Basic Principle”. The “Basic Principle” is a short paragraph which serves to remind us that racing is a sport, governed ultimately by sportsmanship, and if you break a rule, take a penalty or retire.

Part 1 is titled “Fundamental Rules”. It contains a no-way-out clause stating that, if you participate, you agree to be governed by the rules. It also contains rule 1 which we touched on in the May ROAR. For those who couldn’t pick out where, and how our

race committee regularly changes rule 1, it’s by flying code flag “Y” (red and yellow diagonal stripes) before or with the warning signal. This invokes rule 40 making the wearing of “adequate personal buoyancy” mandatory, instead of the responsibility of each individual competitor.

Part 2 is the “When Boats Meet” section. Here are located the high octane rules that deal with right of way situations on the course. Needless to say these are pretty important if you plan on being at the helm during a race. Knowing these rules will also really impress your friends, (or humble your spouse) while you’re watching the next America’s Cup.

“Conduct of A Race,” part 3, is worth perusal if only for the description of starting procedures, including recall and change of course. If your starting strategy relies heavily on following the fleet around until it crosses the line, you have big potential for improvement here!

Part 4 is “Other Requirements” (they don’t mention beer?) such as the rule on propulsion—engines allowed only to aid a person or other vessel in danger—and a lot on how to take a penalty.

After Part 4 the wind really dies off for a while. Appendix A “Scoring” has some interesting stuff, and if you ever have to draw up a set of Sailing Instructions you’ll love appendix K. Beyond these it’s not until “The Definitions,” next month’s topic, that things get interesting again (some entertaining parts exist in the anti-doping appendix dealing with “accredited sampling officers”).

The last two pages of the book, as well as the back cover, deal with flags and signaling, worth studying even if you do have a “Cheat Sheet” on board (you’re crazy not to).

Each of the VRC lounges now has a resident copy of “The Racing Rules of Sailing” which is also available through B.C. Sailing. It’s a helpful book for any racer and a—must have—for any racing skipper.

Smooth Sailing.

PILE DRIVING in the MARINA

August 3-10



Pile driving takes place the first week of August – approximately Aug. 3-10. Due to a number of variables, this is subject to change.

Berths directly affected are listed below and will likely require boats at these slips to be moved for 1-3 days. The entire operation should take about a week, and all other moored members should be aware that due to the major boat movement, their own ability to enter or exit their slip might also be affected during this period.

Of particular note are berths between A and B Dock, where we expect to raft the boats removed from the western side of B Dock (B37-59 odd numbers) and the western side of C Dock (C2-30 even numbers). This will likely take place over three days between August 3-6.

Details on exact dates and expected impacts will be mailed to each member, but updates on any late date changes will take place through the ROAR, by use of the VRC Moorage group email list and by postings at the clubhouse and docks.

Members have the option to remove their boats during this period, be available to move their own boat when required, or will be considered to have provided their permission to have their boat moved by club volunteers. Due care will be taken in both moving boats and minimizing the impact to all members during this process.

Volunteers will be required to assist in boat movement. If you would be able to assist please contact Staff Captain, Claude Gagnon, at 604-488-9116.

Slips Directly Affected:

A70, 72, 102, 104

B 1, 2, 4, 6, 37-43, 44-47, 49, 51-55, 57, 59

C 1-4, 6, 8, 10-16, 18, 20-24, 26, 28, 30

D 1-5, 7, 9, 11, 15, 17, 19, 21, 23-27

E All

All members in the affected slips are required to ensure their dock boxes are not bolted down!

We thank everyone in advance for your co-operation.



Pre-Barclay Sound

(a blonde moment)

by Ruth Blomgren

Steve's and my main vacation this year was to go to Barclay Sound on the west coast of Vancouver Island for three weeks starting the middle of June. Jack Peters arranged the trip with a bunch of other VRC boats, as he had gone there before and knew the best anchorages and, more importantly, the best pubs to stop at.

Unfortunately, for me, the weeks leading up to the cruise were extraordinarily busy at work. Add on to that the fact that Steve was in England for work the week before that, and I would have to provision the boat and get it ready to sail without him to help.

Oh, I also had to ensure that the new lifelines were installed by **Ocean Rigging and Hydraulics**, buy grease for his grease gun because we had run out, fill up the water tanks, and maybe even go racing on the Sunday before.

Did I mention that our first dock party of the year was set for the day before we were leaving and I had to organize that also? Also, Steve's 49th birthday was on Saturday the 12th, the day we were leaving for Barclay Sound. The annual yachting regatta was set for the second week of July, which is a three day event that I was supposed to assist with.

Talk about biting off more than you can chew. I like to be busy, but this was ridiculous!!!

Needless to say, something had to give, and I wasn't about to let it be my mind. I had to back out of helping with the Regatta because I would be away the whole planning period (3 weeks in Barclay sound – what can you do by VH radio?). This wasn't like me to not follow through with something that I had agreed to do, but unfortunately, I had to give up something. Sorry Fred.

Anyway, let me tell you about how all this pressure affected me, to the tune of I couldn't even do the simplest task.

Grease. Steve needed grease for his 8

inch grease gun, so that he could grease the drive shaft on the boat while we were on our cruising vacation. Seems like a simple task doesn't it? No, I live on a boat, nothing is simple. He left me a note, setting out how big his grease gun was (quit laughing – as if I didn't know how big it was) and the size of the tubes of grease that he needed. Eight inches, you say. We all know the joke about what women think 8 inches is, so I won't go there.

Canadian Tire (aka Cambodian Tire) has them, he says. So I head off to the North Shore with Dora Lee on the racing Sunday, which of course I'm not racing in because I know that grease is important or Steve wouldn't have asked me to get it.

The last time I was on the north shore, there was a Canadian Tire shortly after crossing the Lions Gate bridge. Apparently not anymore. Now it's way down by the second narrows bridge. But I didn't learn that until I got back to the club and Chris Ruck and all his annoying friends had to tell me, again, and AGAIN, and AGAIN. By the way, nice Boy Scout hat Chris. Had to go all the way to Sidney for it eh?

I searched for grease for the next three days, finally finding what Steve needed at Revy. OK, one job down, how many to go?

Life lines. We had the type of life lines that have that white plastic coating on them. However, we had noticed that they were rusting through in places. Hard not to notice, when one of your racing crew leans back on them, and almost falls into the ocean because it breaks beneath his weight. Just lucky he didn't decide to sue us. Course if he had hurt himself badly we would have just tossed him overboard and had a burial at sea. I digress.

Going to Barclay Sound spurred us into ensuring that our lifelines were of the utmost calibre. **Ocean Rigging and Hydraulics** installed them on Wednesday morning, so that when I got home from work, there was this awesome new set of lifelines greeting me.

Did I mention before that I had been doing overtime for the last couple of weeks and was WAY tired? Did I mention all the events that I was involved in? Do you get that I was not just blonde, but not in my right

mind? Are you with me here? OK, get on with it. Nice lifeline, great job, looked great, I was really impressed. But how do I get on the boat, because it looks like they didn't leave me a "gate" in the line to get on the boat.

I stared at it for a moment, taking in all the joints, measuring with my eye where the gate should be and what I thought was missing. I found an area that looked like it should be the clasp for the release of the gate, but try as I might, I couldn't get it to release. I pulled, I pushed, I manipulated it the best I could, I yelled at it (because you just never know), and finally I gave in, because nothing was working.

I had to unladylike step over the top of the lifeline to get onto my boat, and go below to sort things out. I phoned the three friends whose boats are beside ours – no one was home. What to do? So I went to the club and had a shower to wash away all the blonde brain cells.

Well, at the club I had to tell everyone about the incompetence of the rigging company. With all their experience, how could they forget to make a gate in the line? Needless to say, I got a lot of advice about what to say to the company when I phoned them the next day. I had one glass of wine and went back to the boat to figure out the situation.

I called Robbie Rampaul, my neighbour from *Labrynth*, and asked him to come over and help me with my problem. I'm sitting in my cockpit on the phone with the Commodore, when Robbie wanders over, unhooks the "gate" and sits down beside me waiting to talk to me about the gate that I don't apparently have. I spent the next hour plying him with wine begging him not to tell anyone how stupid I was.

But, oh well, it will make a nice article for the ROAR.

Pick up your
2004 Yachting
yearbook in the
Club office.



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

July 1	Canada Day
July 8	Champagne & Caviar Night
Aug. 14	Intersection Regatta
Aug 19	Australian Wine & Barby
Sept. 30	Port & Chocolate

FIELD HOCKEY

Aug. 14	Intersection Regatta
Sept. 25	Rookie Night
Oct. 1	Dinner

YACHTING

July 9-11	Summer Regatta
July 25	Sun Tan Race
Aug. 8	Sun Tan Race
Aug. 14	Intersection Regatta
Aug. 20	Yachting Dock Party
Aug. 22	Sun Tan Race
Sept. 10	Boaters Night

RUGBY

Aug. 14	Intersection Regatta
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ROWING

July 31	LTR Regatta
Aug. 14	Intersection Regatta
Aug. 29	LTR Regatta
Sept. 18	Dinner/Dance
Sept. 26	LTR Regatta

2004 July

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Canada Day	2	3 Yachting Newcastle Island Cruise
4	5	6	7 Rowing Executive Meeting	8 Champagne & Caviar Night	9	10 Yachting Summer Regatta
11 Yachting Summer Regatta	12 VRC Board Meeting	13	14	15 Field Hockey Executive Meeting	16	17
18	19 Yachting Executive Meeting	20	21	22	23	24
25 Yachting Sun Tan Race	26	27	28	29	30	31 LTR Regatta

2004 August

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 BC Day - Office Closed	3 Pile Driving until Aug. 10	4 Rowing Executive Meeting	5	6	7
8 Yachting Sun Tan Race	9 VRC Board of Directors Meeting	10	11	12	13	14 Intersection Regatta
15	16 Yachting Executive Meeting	17	18	19 Australian Wine & Barby Field Hockey Executive Meeting	20 Yachting Dock Party	21
22 Yachting Sun Tan Race	23	24	25	26	27	28
29 LTR Regatta	30	31				