

The R AR

Volume 29 No. 9

September 2004

Yachting Crew takes VRC 2004 Intersection Regatta for the 3rd Year!



Triumphant Yachters pose with the Board Crew & Trophy (Back Row L to R: Jonathan Blackshaw, Susan Sobat, Andrew Wilson, Rene Myrand, Kathi Nikic, Jack Burditt, Peter Klinkow, Richard Murray. Front Row L to R: Tomoko Kuroda, Ruth Blomgren, Barb Pomnitz, David Ellis, Fred Grimann, Robbie Rampaul, Karel Otcenasek

Read all about it on page 4.

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VRC LOT PARKING

The VRC Lot is reserved for the use of moored members from Thursday 2:30pm to Sunday Midnight. Members parking in the VRC Lot not displaying a Moorage Parking Permit WILL BE TOWED.

STANLEY PARK PAY PARKING

Summer Rate Changes! Summer rates for pay parking have increased to \$2.00/hour or \$5/day - 6:00am to 9:00pm effective May 1. Annual and Seasonal (April-Sept) passes available through Central Parking 604-684-6634.



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The ROAR

Monthly newsletter of the

Vancouver Rowing Club

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Geoffrey Keith Wilson 1932 – 2004

Geoffrey Keith Wilson, 72, died in his home on Sunday August 15th in the company of his two children and three of his grandchildren. He lost his battle against mesothelioma, a rare form of cancer caused by exposure to asbestos.

Born June 13, 1932, in Lincoln, England, Geoff moved to Toronto in 1953 after completing a 5 year apprenticeship with Ruston & Hornsby as a machinist. He then worked his way across the country to Vancouver where he met and married Caren Hall. They had two children, John and Siobhan, who survive him. Additionally,

he leaves behind his mother, Connie Magnus, and 4 grandchildren.

After family, Geoff's greatest loves were travel and sports. During his lifetime, Geoff traveled and lived in several countries. He was also an accomplished rugby player having made first team 8 times for the Vancouver Rowing Club Rugby team during the 1950's and 60's. A memorial service was held Saturday August 28th at First Memorial, 1720 Bowen Rd., Nanaimo, B.C. Memorial donations may be made to the BC Cancer Foundation.

Geoff Wilson (striped socks) was featured in the March 1962 issue of Sports Illustrated while playing for the San Francisco Olympic Rugby Team.



BBQ SEASON ENDS OCTOBER 9th

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

The Caption Contest #2!



- Give this picture the caption it deserves!
- The winning entry will get a small gift from the club and will be printed in the next issue of the *ROAR*.
- Send entries to manager@vancouverrowingclub.ca
- The Caption Contest Winner for Contest #1 will be named next month along with all entries and an accompanying article – keep your entries coming in!



INTERSECTION REGATTA 2004

SATURDAY AUGUST 14

Six teams assembled to compete for the coveted Intersection Regatta Trophy and the even more coveted year's worth of bragging rights. Surprise entries this year came from the Board of Directors who fielded a strong crew of six competitors (read: ringers) and Rugby, who not only supplied two full crews, but even more surprisingly showed up early to practice!

The first heat lined up the Board Crew (Rene Myrand, Andrew Wilson, Peter Klinkow, Roberto Dosil, Susan Sobat, Lynn Newman-Saunders with Cox-David Ellis) against the always competitive Staff Crew and Rugby Crew #1. The Board Crew took off to an early and ultimately unchallengeable lead leaving the Staff and Rugby crews to battle it out for time position. Despite their trademark breakaway start, the Staff crew quickly lost ground to Rugby #1 who powered through for second place.

The second heat was a more contested affair. Defending Yachting champs, (Jonathan Blackshaw, Ruth Blomgren, Jack Burditt, Richard Murray, Karel Otcenasek, Tomoko Kuroda, Fred Grimann, Robbie Rampaul with Cox - Barb Pomnitz) faced off against the always game Field Hockey Crew and the largely unknown Rugby Crew #2 (Electric Boogaloo). In a down to the wire



Photo: Rand Chaterjee

Barb McDaniel, Norma Bonnell, Ryan Boyle, Phil Cross, Victoria Bryan, Meredith Elliott, Trevlyn Ryan, Jillian Exton with Cox – Richard McDaniel are the Field Hockey Crew with Rugby #2, Electric Boogaloo.



Photo: Steve Creagh

Kelly Egilsson, Steve Gregorig, Doctor Nic, Brian Anderson, Clint Powell, Ian Jameson, Richard Gregan, Juan Valdez & Dave Hall) are Rugby #1 crew.

finish, Yachting edged out Rugby #2 with Hockey trailing closely behind.

After time checks, the Staff was eliminated. Field Hockey and the two Rugby crews competed for the last final qualifying position in the repêchage. Another hard fought race saw Field Hockey and Rugby #2 neck and neck at the finish line with Rugby #2 providing the final push needed to take the race. The line up in the final would be the Board, Yachting and Rugby #2 crews. Prior to the race, the Board crew graciously declined competitive status declaring themselves “an exhibition crew” (thus avoiding potentially damaging drug testing!) and allowing them to throw yet another ringer in the boat (yes, I’m looking at you Kat!). Yachting and Rugby 2 (Electric Boogaloo) had no such qualms and drug testing did confirm a sufficient amount of both

drugs and alcohol in their systems for a fair race. In a tense face-off (ok, the Board won handily), Yachting and Rugby 2 fought all the way down the course with Yachting pulling away in the end to confirm their three-peat – an unprecedented accomplishment!

It was a great day for both competitors and spectators with Rowing providing a sumptuous BBQ Dinner. Congratulations and appreciation go out to all the competitors. And special appreciation to the Rowing Section and in particular Deanna Sherrill, Barb, Simon and all the other rowers who coached, coxed, cooked and otherwise helped organise a great club event!



Photo: Rand Chaterjee



The Jokers

NEW SEASON BEGINS

The new hockey season will soon be in full swing in the next couple of weeks, so if you haven't already done so, air out the kit, start stretching, and look for your stick.

Keeping with tradition the full schedule and venues have yet to be determined... stay tuned to your captains.

Practice times at the time of this writing are still to be determined with the league and Parks board.stay tuned to your captains.

If you are in need a uniform item, contact equipment manager Victoria, at: vic1@wwdb.org

Victoria will also be making her rounds throughout the beginning of the season.

JOKERS TEAMS EXPANDING

The 2004/05 season sees the growth of both the men and women Jokers teams in the league. If you missed "try outs" contact the club captain

The teams and contacts are as follows:

Men

Captain: Peter van den Berg/Mike McKee

Premier

Captain: Dave Warren

Coach: Chris Ingvaldson

Div 1

Captain: Peter van den Berg

Div 2 or 3

Captain: Ted McLellan/Mike McKee

Div 4

Captain: Dave Clark

Women

Captain: Beth Robertson

Premier: Coach - Jo Hopkins

Div 1 Jokers Orange

Coach: Steve Rodrigues

Div 1 Jokers Blue

Coach: Keith Foxall

Div 2 Jokers 2

Coach: George Sanders

Div 2 Jokers B

Coach: Mike KcKee

Div 3 Jokers 3

Captain: Chris Byrne

Coach: TBD

Div 3 Jokers C

TBD

With the expansion of the new Joker teams in the league, the club is in need of more umpires for both the men and women. If you are a rated umpire or wish to get your rating, contact the executive. You will get paid for all games that you umpire. AND be very much appreciated!!!!

JOKERS QUAD DIX CELEBRATION

Friday October 1, 2004 – Harbour Room

Celebrate 40 years of Joker exploits on and off the fields. The event of the decade, the Joker QUAD DIX, takes place on Friday, October 1 at the VRC clubhouse. The doors open at 6:30pm for cocktails and conversation, with dinner and dancing starting at 8pm. Master of Ceremonies Tim King will lead us through the highlights and lowlights of our shared history – although what goes on tour stays on tour (in theory), this is the perfect opportunity to learn the truth behind some Joker legends, as well as meet those who have shared the glory of the orange over the years.

Tickets are only \$40/person for an unforgettable evening.

How can you participate?

1) Buy your tickets today! Call the club office at 604-687-3400 and place your order on your VISA or MasterCard or purchase them in person at our glorious clubhouse in Stanley Park. Tickets will also be available at practices and games until September 22.

2) Share the history! Send your favourite Joker anecdotes and photos to: mer_elliott@shaw.ca (no files larger than 2MB please) or hard copies to: Meredith Elliott

c/o Playhouse Theatre Company

160 West 1st Ave.

Vancouver, BC

V5Y 1A4

3) Donate a silent auction item! Help the Jokers start the next forty years

financially secure. A silent auction will be held in the Trophy Room during the cocktail portion of the evening. Any donations of goods or services will be gratefully accepted. All funds raised go to support your favourite field hockey club.

THE SHORT CORNER

September 25 is the date put aside for the annual rookie night, watch the women beat the men and keep the boat races crown. Burgers cooked by master BB Q'R Roydhouse, entertainment provided by everyone.... Stay tuned.

Those of you who are lucky enough to be a Golden Oldie can look forward to travelling to Holland at the Den Bosch Festival in 2005, September 11-18. The Jokers International are looking to continue their reputation with 2 men and 1-2 women's teams. More information can be heard from head guru Stuart Wilson.

AFTER THE GAMES ON SATURDAY come to the Carver bar to discuss for hours how the game was won or not. Thursday evenings are also a running/pub night for those that like to keep in shape the Joker way.



ROWING REGATTA NEWS

Max & Cheryl's Corner

Upcoming races include:

Delta Deas in **September**

Deep Cove October 17

Head of the Gorge/Elk Lake Oct. 30-31

Head of the Lake November 14.

Sign up sheets will be posted, as always, in the shell bay.

Thanks to everyone for being so prompt with fee payment for the recent regattas, it makes our job so much easier!!

Notable rowing events on TV:

October 23 Head of the Charles



New Yachting Section Members

Welcome aboard

October, 2003

Roger Mello
Robert Aguayo
Albert Atkinson
Lyle McKenzie
Margot Sutcliffe
Josef Loew
Nelson Quiroga

November, 2003

Michael Abbott
Rick Hewitt
Brett Prescott Bauer
Eric Mitterdorfer
Bruce Littlejohn
Gordon Skelton
Roger Chabot
Richard Moore
Floyd Li

January, 2004

Jim Mansley
Donna Bailey
James Boutilier
Brock Sands

February, 2004

John Blaire
Melay Drasic
Douglas Logan

March, 2004

Brian O'Flanagan
Michael Osborn

April, 2004

Walley Chang
David Polinsky
Patrick Dean
Scott Ainslie
Bill Iversen

May, 2004

Dominique Mercier
Joan Grant
Giselle Kuk
David Brown
Rick Whiting
Craig Grunenberg

July, 2004

James English

Revised information on Sportsman Marina at Garden Bay

In reference to the Vancouver Rowing Club Outstations as described on page 70 of the 2004 Year Book, please note the following corrections to the Sportsman Marina and Resort at Garden Bay, Pender Harbour:

This outstation is seasonal from April 1st to September 30th of each year. (Note that we may have an agreement to extend our use of the facility at no charge for the months of March and October. Please confirm this extension is in effect with the VRC office or, by contacting the Rear Commodore.)

The charges for power, showers and garbage disposal are at the discretion of the Marina operator and do not form part of our Outstation agreement. At the current time, Sportsman Marina and Resort are charging \$5 for 30 Amp power and \$3 for 15 Amp power. Garbage disposal is \$2 per bag.

For further information regarding Outstation usage, please contact Rear Commodore Dick Murray.

Row for the Cure

Vancouver Rowing Club and Canadian Breast Cancer Society BC/Yukon Chapter ROWING RELAY

September 18th, 2004

The Rowing Section of the Vancouver Rowing Club is hosting a fund-raiser to benefit the Canadian Breast Cancer Foundation. Partial proceeds will be allocated to the Vancouver Rowing Club.

The Challenge

Our fund-raiser will create 18 crews of 12 people who gather pledges for their part in a 12-hour row-a-thon. Each participant will "row" on a rowing machine on land for a period of one hour, which will be broken into sections that can be easily accomplished throughout the day.

- Participants will be provided with food, beverages, and entertainment
 - Prizes for the team and individual who raises the most money
 - Fun, entertainment, and an opportunity to learn more about the sport of rowing
- Participants will be given instructions on proper use of rowing machines and require absolutely no experience to participate.

The Cause

The Canadian Breast Cancer Foundation plays an important role in our community. Established in 1986, the CBCF is the

leading national volunteer-based organisation in Canada dedicated to the fight against breast cancer.

The Vancouver Rowing Club is a not for profit organisation that promotes the pursuit of a healthy lifestyle through active participation in sport. We strive to provide low-cost access to the sport of rowing, fostering both physical and mental health.

70% of proceeds will go the Canadian Breast Cancer Foundation 30% of proceeds will go to the Rowing Section of the Vancouver Rowing Club for equipment upgrades and maintenance.

Rowing is an expensive sport due to equipment costs and we hope to raise funds to update and maintain our equipment in order to continue making this sport easily accessible to our community.

Fundraising and Registration

Although there is no entry fee for this event, participants are asked to raise a minimum of \$100 in pledges in order to participate. To raise our overall Club goal, individual participants must raise \$250 each. Donations over \$20 will be eligible for tax receipts.



SUN TAN SERIES – August 8, 2004

(Or racing from the perspective of the back of the fleet)

Well, this is what we came here for! This was as near perfect a day as one could ever want with the sun out, hardly a cloud in the sky and a steady NW wind of about 12-14 knots all day. This is what we yearn for when we go sailing.

I had been pressured into doing the race by certain protagonists at the club on Friday, and I had no crew organized and I really wasn't ready. But what the heck, I thought I would put the word out and see if anyone was interested in doing the race at such short notice. If nobody wanted to, fine. I would do some cleaning in readiness for my Judy's return! Luckily, Peter said he would love to, and Jack Cooper made the fatal mistake of being in the pub on Friday and complaining about his poor hand and the fact that he couldn't sail. "You have one good hand, so you can drive the *Perihelion* on Sunday", I said. And knock me down with a feather, he agreed. Then I called Alycia (one of the Molson Indy girls) and her boy friend, as she will be doing a TV project on the boat with me and she was keen to learn what to do. Now keep those dirty little minds in check please. I'm talking sailing here! And then finally, Ian Callander came over after the fireworks on Saturday evening and after a scotch or two, he agreed to come too. Heck, this crew finding is starting to cost me a lot of effort!

9 AM on Sunday and there was no wind whatsoever, and as the crew started to stumble down to the boat, I thought "Oh no, not again! Another windless drifting match." I fired up the bar-b-q to make breakfast, as we had no galley slave for this trip. It was such a lovely day, I really didn't care what happened out there, at least we were out there. The bacon sizzled as the eggs got mashed up in a pan on the barby as we motored out of Coal Harbour. We loaded the buns and munched on our treats and washed it all down with fresh coffee and admired the day. This was going to be a stunner.

As we approached the assembly area off QC we found that half the fishermen in Vancouver had the same idea and there was no way we could do a start there. So the committee boat moved more to the center of English Bay and then the wind started to build nicely as we tacked up and down getting some practice in after so long off the race course. I think it is almost 3 months since I have been out here doing battle.

But the boat felt good, and she seemed to be moving well. This would be a good day. After the division one boats set off to Passage Island we started to line up for our start with 5 other boats. I was really surprised, as our division

is the cruising division and most of the boats are normally...you guessed it, cruising! We had *Palindrome*, *Brer Terrapin*, *It's Magic*, *Equinox*, *Klatawa* to fight with and the latter got a jump on us all by going for the down wind end of the line as

Palindrome and *Brer Terrapin* battled with us for the windward end by the committee boat. A great start and I think we just got it as we all went over the line within seconds of one another.

I had Alycia's boyfriend, Nima, on the mizzen learning the ropes for the first time, as she was, and I put her with Ian on the trim and grinding (now THAT could be funny!) and they really impressed

me. They both set to with gusto and I was really impressed with how strong this girl is. Peter was up in the bow as usual, and Jack took over the wheel once we had gone through the trauma of the start, which is always pretty hairy. We were on our way, but soon *Palindrome* started to pull ahead by pointing a good 20 degrees higher than us. *Brer Terrapin* followed them past us and by the time we were half way to the first mark, a freighter off Jericho, everyone had gone by us except *Equinox*. And they had followed the committee boat instruction implicitly and were going the wrong way round the course! The flags had indicated that we were to leave the marks to port, but this was impossible unless we did a figure of 8 at each mark, so the committee agreed to change this for us to save problems. And there could have been big ones, but Lesley Rigby and her *Equinox* was the only one not to have heard the course read out on the radio and did the correct thing, but it cost her when things were changed. But that's our division for you. We need to make adjustments as we go along sometimes. We are just not that serious. This is where we learn.

We sailed right into the beach at Jericho before tacking and making the mark without further

tacking, but I had hoped that the next leg would be a reach and I would be able to fly the big 'chute, but we were 10 degrees out. I can carry the sail from about 60 degrees apparent wind, and all we had here was 50 degrees. But we were doing well and making 6 knots across the bay. By the time we reached the second mark, another freighter off the QB buoy, we had started to catch the fleet again, but the spinnaker run to the start/finish line would

be too short to take advantage of our speed with the big sail.

We set off on the second lap some way back, with only *Equinox* behind us, but the wind backed just enough to make us have to put an extra tack in and they passed us before the mark at Jericho. But we were having fun and we approached the last mark and popped the 'chute up with too much to do to catch up. The sail caught under the bowsprit and ripped as the sail lifted, but we kept going, sailing



Klatawa, a worthy winner (file photo – on a cloudy day- courtesy of Doug MacLean)

as best we could, and we would finish the race with aplomb.

I have to thank the crew for coming out, but in particular Jack Cooper for his great helming. He did just the best job, in spite of his injury. It is so nice to find somebody who understands the difficulties of sailing a boat like the *Perihelion* where you are not outside in the elements, but in a box where you lose the feel of the wind almost entirely. You steer on instruments more often than not and it's not everyone who can do it well. And he did it the best of anyone. Well done and thank you.

The results at the club gave us a very unexpected 4th place, ahead of *Equinox* in 5th and *It's Magic* in 6th. *Brer Terrapin*, who had run a great race and was just flying for a change, only managed 3rd, with *Palindrome* in 2nd. *Klatawa* won the day with an ENORMOUS handicap, and some GREAT sailing. Doug and Ruby did a great job from start to finish, which begs the question, how come it has taken them so long to get out here and do battle!? Well done, and well done all of you for being out there when you could be cruising, but this is one day we will never regret racing.

by Evan Seys



Researched & Edited by Lyle McKenzie

Signal Flags – Nautical History 101

It is easily confirmed that you can get anyone's attention quickly, even at large distances, by reflecting the sun into their eyes with a shiny surface. From at least the time of the ancient Athenians signalling has evolved and admirals have hoisted various flags as signals to other members of the fleet to take various actions. For most of that time up until the mid-1700s, however, the number of possible signals were few and inflexible.

The International Code of Signals was established and has been in continuous use since 1857, when it was published by the British Board of Trade as a means of maritime communications. The original Code contained 17,000 signals using 18 signal flags, some of which were specific to the United Kingdom. The Code was revised in 1932 to include seven languages: English, French German, Italian, Japanese, Spanish and Norwegian. When the code was revised again in 1969, the revision included Russian and Greek, plus giving a complete meaning to each of the alpha-numeric nautical signal flags.

The use of signals at sea, including flags, is first mentioned in Greek mythology and confirmed in the ancient writings of the ancient Greeks. Prior to the development of radio, visual signals were essential for communication at sea, and despite advances in technology, remain important today. The use of flag signals by the Royal Navy is documented as early as 1530, and evolved into an unwieldy system later simplified in the late 1700s.

The importance of secure communication that cannot be understood by an enemy was recognized in ancient Greece and Rome, and has become essential to national security in the modern world. Throughout the history of the US Navy, signal books have been considered important secret documents because they permit a reader of a signal book to understand communications by anyone else using the same edition of the book. For example, when the signal book on the American frigate

Chesapeake was captured by the Royal Navy frigate *Shannon* in June 1813, a crisis in US Navy communications security occurred. Within a short time the Royal Navy had reprinted and distributed the captured signal book, allowing British commanders to understand secret US Navy flag signals. Due to the compromise of the signal book's security, a new book was issued later in the year.

The first public commercial code (there were earlier private semi-commercial codes, as used for instance by the East India Company) was the "Code of Signals for the Merchant Service". This was produced in 1817 by Captain Fredrick Marryat, R.N. as the result of problems experienced by ships of the Royal Navy trying to communicate with merchant ships in convoy. It was a numerary code for British ships only, based upon the "Signal Book for Ships of War", which had been introduced for all ships in the Royal Navy in 1799. It was modified with words more appropriate for commercial use.

Pirate flags are recognizable by any schoolboy and include the Skull & Crossbones and the Jolly Roger. They were raised when pirate fleets were approaching any landfall they intended on plundering or warships they stumbled upon. The idea being to frighten them into running away.

The next time you visit a nautical museum and examine a nautical painting have a close look at the signal flags showing in the painting. Signal flags are used to visually identify ships and send messages through the use of a published book of codes. The accuracy of marine painting often allows vessel identification to be made solely on the basis of the owner flags and signal system depicted on the vessel.

Along with the early use of drums, we find in our search of history many other interesting and significant items of interest. News of the fall of Troy was flashed home to the ancient Greeks by the use of a series of beacon fires built at strategic

points on the Aegean Island. In 1775, lanterns were placed in Boston's old North Church to speed Paul Revere on his way.

Signal Flags

For centuries before the invention of the radio, the sharing of information between ships, or from ship to shore, posed problems. Besides simply bellowing a message through a megaphone in dangerously close quarters, the only way mariners had to pass a message from one ship to another was by means of visual signals. These days most communication between boats is accomplished electronically, but there are still numerous flag signals that every mariner should know.

For many years preceding the invention of the telegraph, some type of semaphore signalling from high places or towers was used to send messages between distant points. Claude Chappe, a Frenchman, developed one such system in 1794. Chappe employed a set of pivoting arms mounted on towers spaced five to 10 miles apart, with the arms conveying semaphore messages that were read with telescopes. Later, more modern semaphore machines included movable arms or rows of lights that simulated arms, and these were adopted by the railroads.

To this day, we still signal ships at sea with flags flown from shore-based towers, but this practice is almost completely limited to the four storm-warning flags. If you are not familiar with the meanings of the red pennants and red-and-black flags, you need to know that these are flown to warn you of impending weather events. Until recently all Coast Guard stations flew these flags, but this practice has now been discontinued.

The use of code flags aboard sailing ships spans centuries. Here the yellow Q flag is used to indicate a particular class in a classic boat regatta.

Until recently all Coast Guard stations flew these flags, but this practice has now been discontinued.

One pennant means a small craft warning with winds to up to 38 mph.

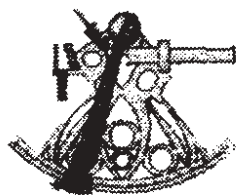
Two pennants is a gale warning with winds from 39 to 54 mph.

One flag means storm or whole gale warning, with winds from 55 to 73 mph.

Two flags indicate a hurricane warning with winds 74 mph. and higher.

About the time Chappe was working on his ideas, a comparable development of signalling was going on at sea. Early signalling between vessels was conducted via prearranged messages transmitted by flags, lights, and even the movement of sails. Codes were developed in the sixteenth century based on the number and position of signal flags, lights, and or number of cannon shots fired. In the seventeenth century, The British Admiralty developed regular codes for naval communication;

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and toward the close of the eighteenth century, a method of flag signalling was developed that was very close to what we now use.

The final visual flag signalling code between ships was called semaphore and was accomplished by sailors who held a small flag in each hand, and with their arms extended, moved them to different angles to indicate letters or numbers. The art of semaphore signalling lost its lustre with the adoption of a newer technology called Morse Code and has now been almost entirely abandoned. Even the Morse Code SOS, in its turn, officially went out of use for most ships in distress at sea. The International Maritime Organization replaced it with newer satellite technology, the Global Maritime Distress and Safety System, that can pinpoint the location of a ship signalling for help.

But still today, flags provide one of the most compelling forms of signalling a distress message to ships and shore alike. Most sailors would recognize other visual distress signals, such as a flame, a red flare, orange smoke, as well as sound signals, such as a gun fired at regular intervals or the continuous sounding of a foghorn. Many might notice a US ensign flown upside down—a universally recognized distress signal. But how many know that the square orange flag with a black square above a black ball is an official and internationally accepted distress flag signal. The orange flag was established as a device to be laid horizontally so that aircraft could easily see the distress signal. In addition, a large orange cloth with a square shape and a round shape could be made large enough so as to be seen from the air. This signal could be placed on a beach, or even towed behind a boat. We can imagine how many sailors might miss the International Code of Signals two-flag code NC (November-Charlie) meaning, “I am in distress and require immediate assistance.”

In fact international code flags are still used to signal between two ships or between ship and shore. But unless you look carefully at commercial shipping, you may never see them displayed except at fleet parades and around naval installations.

These flags usually come in a set of 40 with distinctly different colors, shapes, and marking patterns that can rarely be confused even in conditions of low light or poor visibility. The flags include 26 square or swallowtail flags that depict the letters of the alphabet, 10 numeral pendants, one answering pendant, and three substitutes or repeaters. Each is specifically designed so that it can be identified either by color or pattern. The International Code of Signals specifies a meaning for every one-flag and two-flag hoist.



Courtesy Hallberg-Rassy

One-flag signals mean urgent or common messages and requests. The vessel below displays Code flag K

(Kilo) signalling, “I wish to communicate with you.”

Signals using just one flag carry urgent or very common messages. Most cruising sailors would recognize the all-yellow Q (Quebec) flag flying from the spreaders in a foreign country to mean, “I am requesting free pratique.” This common one-flag hoist today means that the vessel has just entered port and needs medical, agricultural, customs, or immigration clearance before going ashore.



There are a number of other one-flag hoists with vitally important meanings.

While recreational boaters and divers use the poppy-red flag with one diagonal white stripe to indicate that a diver is in the water, the official International Code of Signals message for “diver down” is the blue-and-white swallowtail A (Alpha). Another code flag that is commonly used is the all-red swallowtail B (Bravo), which means “I am taking on or discharging explosives or hazardous cargo.” The diagonally divided red-and-yellow O flag (Oscar) is internationally recognized as “Man overboard,” while the red-white-and-blue vertical tricolor T (Tango) flag means “Do not pass ahead of me.”

In fact, every one of the 26 letter flags in the set has a meaning, and usually it is an urgent message. In some cases the signal relates to some activity on the ship flying the flag, such as the red-white-and-blue rectangles of the W (Whiskey) flag, which means, “I require medical assistance.” But sometimes the message is for you, like the red-and-white rectangles on the “U” (Uniform) flag indicating that “You are standing into danger.”



The message sent by these boats indicates that nautical festivities are underway.

There are numerous codes to send more complex messages by hoisting two, three, or as many as seven flags in a string. Two-flag signals are used mostly as distress and manoeuvring signals. Three-flag signals are for points of the compass, relative bearings, standard times, verbs, punctuation, and general code and decode signals. A third flag also can add a piece of information to a two-flag hoist as in ZD (Zulu-Delta), which means “Please report my position,” transforming to ZD1 (Zulu-Delta-One) meaning “Please report my position to Coast Guard, New York.” Four-flags are used for geographical signals, names of ships, and bearings. Five-flag signals are those relating to time and position, while six-flag signals are used when necessary to indicate north or south or east or west in latitude and longitude. Seven-flags

are for longitude signals containing more than 100 degrees.

Of course it isn’t possible (or necessary) to memorize all the flag hoist messages unless you are the signalman on a commercial ship. But every sailor should know the basics to keep him or herself out of danger, and they should perhaps carry a Code of Signals book with the message



explanations for ready reference in case they come across one with which they aren’t familiar. There are different interpretations of these flag meanings. For centuries before the invention of the radio, the sharing of information between ships, or from ship to shore, posed problems. Besides simply bellowing a message through a megaphone in dangerously close quarters, the only way mariners had to pass a message from one ship to another was by means of visual signals. These days most communication between boats is accomplished electronically, but there are still numerous flag signals that every mariner should know.

Flag hoist signalling is the most rapid and accurate visual method when ships are within signalling distance in daytime. It normally is the primary tactical manoeuvring method of transmission between surface units whenever visibility conditions permit. Signals are repeated by the addressee, thus providing a sure check on the accuracy of reception. Texts of messages which may be conveyed directly by flag hoist are limited by meanings contained in the signal books employed.

The Navy uses flag hoist signalling mainly to convey tactical and informational messages of reasonable length during daylight, between ships that are in close company. Flag hoist is considered one of the best ways to ensure uniform execution of manoeuvres.

A flashing light is also a visual telegraphic system that uses visible or infrared light beams; it may be directional or non-directional. A directional flashing light is pointed and trained so as to be visible only by the addressee of the message. This method uses an installed signal search light with a light shutter which the operator opens and closes to form dots and dashes or a portable light which is switched on and off to form the Morse code characters.

The history of flag signals is apparent every time we go racing and is shown on the back cover of the VRC Year Book as the International Code of Signals. **Rule 26**, in the Sailing Instructions (SI’s), **which you should read and understand**, describes the pennants that could be shown on the committee boat. Pennants #1-6, one design class flags, code flags T, S, I, P, X, L, AP, and Protest.



By Lyle McKenzie

Success At The Olympics

Vancouver Gets A Silver

Ross McDonald from Vancouver, B.C., age 39, and Mike Wolfs from Port Credit, Ontario, age 33, took on the world's best sailors at the Athens Olympics and sailed away with the Silver Medal in the Star Class. Ross, as you may know, is a member of The Royal Vancouver Yacht Club, and also has a sailing school at the



Kelly Stevenson Photo
Courtesy Boston StarFleet

Jericho Sailing Center. Some of us got to know Ross when he participated in the Van Isle 360 with his Dash 34 Vaca Loca and won Division One. **A silver medal right here in our own English Bay.**

Ross has previously won a Bronze Metal in the 1992 Barcelona Games and has represented Canada for the past 5 Olympics. If you have a chance to see his itinerary, his victories in world-class competition in all types of boats around the world is long as an anchor rode.

At eighty-nine years old, the Star has competed in nearly every Olympics that featured sailing. Her construction materials, too, have spanned the century, ranging from wood plank on frame construction to composite materials today. She remains a tough competitor, and a racing heritage boat.

Many of the world's top sailors past and present have been involved in the Star Class. Its list of former World Champions reads like the Who's Who of yachting. The Star first appeared as a keelboat class in the 1932 Olympics and has been there every since. One race on a Star has hooked many sailors for life. Ask anyone who's sailed one and they'll tell you. It's a thrill.

The Star is well represented here on the West Coast at both The Royal Vancouver Yacht Club and The Kitsalano Yacht club.

Olympic Category:

Open Double Handed
Keelboat

Year Designed: 1911

LOA: 22'8"

Beam: 5'8"

Waterline: 18'0"

Sail Area: Main & Jib-
297 sq.ft.

Displacement: 1,480 lbs.

Crew: 2

Rig: Sloop

Keel: Fin Keel

To get them to Athens and

all the intensive training with European and American race stops along the way, RVYC, the Port Credit Yacht Club, their friends and family raised more than \$150,000. That made the difference as they were able to concentrate on training and winning. For the past six months they have been transporting their Italian-built Star from a base in Miami's Coconut Grove to major races across Europe.

To give you an idea of the pressure involved, to qualify at the World Championships in Italy this spring they had to be in the top five in the final race to secure a spot at the Olympics. They finished 5th in that race out of a fleet of 112 boats. Also, in one of the early Olympic races in Athens, the Bermuda entry crashed into the side of their boat, opened up holes in the hull, tore a sail to pieces, and damaged some equipment. They scrambled to find replacement equipment by borrowing from other competitors and repaired the boat in time for the next race. Now that's pressure.

Winning at Ross McDonald's level of racing requires dedication, total concentration, discipline at an unprecedented level, and the ability to put all distractions aside. Originally, Ross had asked Steve Lawton to be his sailing partner due to Steve has won eight straight Canadian squash titles.

Steve declined the offer when he discovered there was no room for an ice chest on a Star keelboat.

Sailing Humour

Sailing - The fine art of getting wet and becoming ill, while going nowhere slowly at great expense (equivalent to standing in a cold shower, fully clothed, throwing up, and tearing up \$100 bills while a bunch of other people watch you).

Beam Sea - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are 'bow sea' (waves striking from the front), 'following sea' (waves striking from the rear), and 'quarter sea' (waves striking from any other direction).

Boom - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'

Bulkhead - Discomfort suffered by sailors who drink too much.

Calm - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

Course - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current - Tidal flow that carries a boat away from its desire destination, or towards a hazard.

Flashlight - Tubular metal container used on shipboard for storing dead batteries prior to their disposal.

Fluke - The portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this occurs on the first try.

Zephyr - Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts.

Gybe - A common way to get unruly guests off your boat.

Painter - A line you use to tow the dinghy... also especially useful for preventing Tack.

Jack Lines - 'Hey baby, want to go sailing?'

COB - Cash Over Board



BOAT - Break Out Another Thousand

Red and blue boats collide... When that happens, they are marooned... sheesh!

Yo, yo, yo - A ship carrying a cargo of yo-yos, bound for San Francisco from Hong Kong, was hit by a typhoon and sank twenty-three times.

Telling stories - A fairy-tale begins 'Once upon a time... A sea story begins 'So there I was...'

Cruising - Fixing your boat in exotic locations.

Anchor light - A small light designed to discharge the battery by morning.

Baggywrinkle - The effect of sun and salt spray on your face.

Beating to windward - A method of flogging crew to increase upwind performance when racing.

Bitter end - The finish of a race when you are last over the line.

Boomkin - A small, young boom, less than one year old.

Bottom paint - What you get when the cockpit seats have just been painted.

Bow - A gesture from the helmsman as he crosses the finish line first.

Chart - A type of map which shows exactly where you are aground.

Clew - An indication from the skipper as to what he might do next.

Companionway - A double berth.

Deadrise - Getting up to check the anchor at 0300.

Dead reckoning - A course leading directly to a reef.

Deviator - Any departure from the captain's orders.

Emergency mooring lines - Old ropes too rotten to use regularly but too good to throw away.

Estimated position - A place you have marked on the chart where you are sure you are not.

Flying jib - Any jib when the sheets have gone overboard.

Freeboard - Food and liquor supplied by the owner.

Great Circle Route - The ship's course when the rudder is jammed.

Hanging locker - A small, enclosed space designed to keep foul weather gear wet and to turn all other clothing green.

Hatch - A container on board in which to keep

eggs.

Headway - What you are making if you can get the toilet to work.

Heaving line - A rope used to hold on to while being sick.

Knot meter - An instrument for measuring the speed with which any line will become tangled.

Landlubber - Anyone on board who wishes he or she were not.

Latitude - The number of degrees off course allowed a guest at the helm.

Life preserver - A mildewed device for emergency use, stowed under the extra lines and anchors.

Lubber line - Two or more guests waiting to get ashore.

Permanent mooring - A sunken boat, anchored.

Port - A fine wine, always stowed on the left side of the boat.

Reef point - The part of a rock sticking out of the water.

Rhumb line - Two or more crew members waiting for a drink. Spelling is archaic.

Rope ladder - A ladder designed to get you into the water but not back out.

Running free - Cruising without using the engine.

Sextant - A device for detecting the night-time activity of guests.

Shroud - Equipment used in connection with the wake.

Spinnaker - A large sail used in dead calms to keep the crew busy.

Spring line - A rope purchased at the beginning of the season.

Square rigger - A rigger over 30.

Swell - A wave that's just great.

Tell-tale - A crew member who lets the guests know that the skipper usually gets seasick.

Variation - The change in menu affected when the labels have soaked off the canned goods.

Pulpit - somewhere you pray you are going to pick up a mooring buoy.

Tabernacle - something similar to pulpit, but a different religion.

Nosery - What to call the wind direction when it comes from where you're going

Ships coming in - If your ship doesn't come in, swim out to it.

Definition of a sailboat race - Two sailboats going in the same direction.

Where do you take a sick boat? - To the dock.

How may jerks on a line does it take to catch a fish? Two... one on each end of the line.





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

Sept. 7	Just Singin Around
Sept. 27	Bluebird North
Sept. 30	Port & Chocolate
Oct. 5	Just Singin Around
Nov. 29	Bluebird North

FIELD HOCKEY

Sept. 25	Rookie Night
Oct. 1	Quad Dix Reunion Dinner
Oct. 23	Social

YACHTING

Sept. 10	Boaters Night
Sept. 18,19	Silva Bay Layover Race
Oct. 28	Yachting AGM
Nov. 20	Commodore's Dinner

RUGBY

Sept. 11	Home Games
Oct. 2	Home Games
Oct. 23	School Disco Dance?Home Games
Dec. 11	Christmas Dinner

ROWING

Sept. 18	Rowing/Breast Cancer Row-a-Thon Fundraiser
Sept. 26	LTR Regatta
Nov. 27	Rowing Captain's Dinner

September

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Rowing Executive Meeting	2	3	4
5	6 Labour Day - Office Closed	7 Just Singin Round	8	9	10 Yachting Boaters Night	11 Rugby Home Games
12	13 VRC Board Meeting	14	15	16 Field Hockey Executive Meeting	17	18 Breast Cancer Rowathon Fundraiser/Silva Bay Layover
19 Silva Bay Layover Race	20 Yachting Executive Meeting	21	22	23	24	25
26 LTR Regatta	27 Bluebird North	28	29	30 Port & Chocolate Night		

October

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Field Hockey Quad Dix Dinner	2 Rugby Home Games
3	4	5 Just Singin Around	6 Rowing Executive Meeting	7	8	9
10 Thanksgiving Club Office & Bars Closed	11 Thanksgiving Club Office & Bars Closed	12 VRC Board of Directors Meeting	13	14	15	16
17	18 Yachting Executive Meeting	19	20	21 Field Hockey Executive Meeting	22	23 Field Hockey Social/ Rugby School Disco
24	25	26	27	28 Yachting AGM	29	30