

The

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Volume 29 No. 10

October 2004

VRC Field Sports Off and Running



Matt James runs in a try against Abbotsford

Photo Credit: G. Kirkpatrick



Rugby
Page 5



Rowing
Page 7



VRC
Page
2-3



Field
Hockey
Page 6



Yachting
Page 9



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PARKING

Winter Schedule in effect on October 1
Permit Parking only (i.e. moorage members only) switches to Friday at 2:30 to Sunday Midnight, allowing all members to park on Thursday nights beginning October 7 (VRC window decal or VRC membership card must be displayed!).

Busters Towing will be enforcing these parking regulations from **Friday** through Sunday.

If you are unsure of the Parking rules and regulations, please read the regulations posted throughout the clubhouse or contact the club office.

Stanley Park Pay Parking also reverts to their winter schedule and rates on October 1 (\$1 for 2 hours; \$3/day maximum 7:00am-6:00pm)

Roar by Email?

Members have the option of receiving the *Roar* by email, regular mail, or both. Monthly an emailed link is sent out which takes 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. You can also subscribe to the VRC Roar Email list by visiting: <http://lists.vancouverrowingclub.ca/mailman/listinfo>
Current and back issues of the *Roar* are always available on the club's website: www.vancouverrowingclub.ca (follow the links under "About Us" on the main page)

**BURN IT
YOURSELF**

**ENDS OCT 9th
BBQ**

**Friday,
Saturday &
Sunday until**

Oct. 9th

The ROAR

Monthly newsletter of the
Vancouver Rowing Club

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Vancouver Convention Centre Project

You may wonder what is happening in Coal Harbour with the convention centre project. Although it appears to be many years before the 2010 Olympics and construction of the venues, yachters and especially rowers can anticipate significant obstacles, annoyances, and disruptions to begin in Coal Harbour in October.

Over the past months, a committee has been working with the VRC Board, Rowing Executive, other marinas and operators in Coal Harbour, and local residents to develop a position to pass to approving bodies in the project review process. Impact from the relocation of the current seaplane terminal will be the most immediate and acute as seaplanes will be crossing from the ALPHA AREA in the most active part of the harbour.

The *Environmental Assessment Office* and the *City of Vancouver* have recently given approval to begin the necessary planning and infrastructure work to support the construction of the new convention centre. The project includes a new marina for charter and tour boats, a new float plane base, and a pedestrian ferry service. In September 2004, the *City of Vancouver* approved the temporary relocation of the seaplane terminal to a site in front of Harbour Green Park for a period of three years. The ALPHA AREA will remain where it is.

Your letters, attendance at meetings, presentations and submissions do make a difference. The City of Vancouver attached several conditions to the development proposals to address concerns raised by the membership such as limiting the size and number of berths for the temporary seaplane terminal, including the marine elements as part of the master planning process of the convention centre, and adding a condition that seaplane operators *liaise with the Vancouver Rowing Club*. At a meeting held September 21, 2004, four of the six city representatives recognised the Vancouver Rowing Club and acknowledged the length of time that the Club has existed in their closing remarks about the seaplane operation application. Larry Beasley, Co-Director of Planning of the City of Vancouver said that,

"We must honour and respect the concerns of the Vancouver Rowing Club," and talked about the seaplane operators and convention centre project developing their plans in collaboration with harbour operators and the Rowing Club.

A copy of the Club's position, approved by the VRC Board on September 13, 2004, is posted on the bulletin board in the lower hallway. Further questions can be directed to the VRC Board or members of the Convention Centre Review Committee consisting of Dimas Craveiro, Cheryl Hall and Tim Hall.

FERRY to NOWHERE

All members should be aware that the Club's Board is actively opposed to the new "Downtown Ferry" operation that has appeared in Coal Harbour recently. The operators have already proven themselves to be disrespectful of the club and its officers in its brief operating span. Despite any false claims they may make, we have made the operators aware in no uncertain terms that they have no permission to pick up or drop off any clientele on the club's premises, including members.

The Caption Contest #3!



This one just writes itself!

The winning entry will get a small gift from the club and will be printed along with the photo in an upcoming issue of the *ROAR*.

Send your entries to manager@vancouverrowingclub.ca

The Caption Contest Winner for Contest #2 will be named next month along with all entries – so keep your entries coming in!

Caption Contest #1 Entries & Winners



"Didn't Jack say he was going to bring enough beer for EVERYBODY ??? – R. Dahlquist

"Hey, they're not members!" – T. Newmark & S. Snow

"Yeah, she's really let herself go. I guess women just don't age like men, eh?" – N. Faragher

"Land locked and thirsty, when the hell does the bar open ? – S. Mason

"They don't like my joke, Rolly!" – B. Clark

"Cock up on the Tall Ships Front" – B. Sands

"Act like you're having a good time - here comes Captain Jack!" – M. Thomas

"Sorry, it was my first time oral too!" – J. Albrecht

"I can't feel any difference either. How long do these things take to work anyway?" – N. Faragher

And the winner is . . . "Pass the Ex-Lax" Congratulations to Tom Newmark & Sue Snow! A club turtleneck is on its way!



IN MEMORIAM

Lex Peterson 1957 – 2004

Live your Life Today

A vibrant figure on the local sailing scene was lost to us. Lex Peterson died of cancer on August 30, 2004, just a few weeks short of his 47th birthday.

Lex has been remembered and honored through a “Celebration of Life” at the Vancouver Rowing Club, a tribute at BCA’s September Club Night, and a celebration at Calgary’s Olympic Park. Lex was founder and member of New Zealand’s bobsled team and participated in the 1988 Winter Olympics. “It’s good to be on the water” was part of the Lex lexicon. A member of the Vancouver Rowing Club, Lex’s Coast 34 *Rosebud* made its debut last winter on the local racing scene in the Battleship Division of the VRC Polar Bear Series. *Rosebud*, skipper and crew, enjoyed only one victory in the entire series but Lex knew the importance of participation and skill development, along with a healthy dose of silliness.

For 6 years, Lex has been a member of Bluewater Cruising Association (BCA), and served as an enthusiastic volunteer from the beginning. Lex was in his second term as Commodore of BCA and was unstinting in his enthusiasm and support for the “dreamers, doers, and doners” of offshore cruising. He encouraged members to customize their dreams to reality, instead of waiting for the perfect time on the perfect boat. To that end, he and his wife Tina sailed a 65’ catamaran from Antigua to Panama this May, an exhilarating and challenging 24-knot downwind ride, only weeks before they learned he had cancer.

Soon after, Lex wrote: “I’ve been stunned by the speed with which one’s life can change, and how it has drawn those close to me into those changes. Live your life today.”



Robert (Bob) Scarabelli 1955 - 2004

With profound and deep sadness we announce the tragic and sudden passing of Bob Scarabelli, at the too-soon age of 49. A titanic pioneer for over twenty-five years in the BC Film industry, Bob was President and CEO of Rainmaker Productions, his ‘baby’, which he nurtured to become one of the largest and most highly respected post-production companies in North America.

Mere words cannot describe the immense and overwhelming loss to his cherished wife and best friend, Luci, and their adored children, Taylore and Keaton. Bob also leaves his beloved family; parents Andy and Anne; sisters Joan, Karen. Beyond these treasured figures in Bob’s life, countless friends, colleagues and associates in his community, the film industry and his life, acutely mourn his loss.

A consummate professional, Bob put his entire heart into the film industry, and in particular to growing and enriching the BC Film community. Debuting at BCTV after receiving his education at Capilano College, his developing career took him to Vancouver Island, Washington State, Singapore, South East Asia and Amsterdam, touching people’s hearts in the four corners of the world, before settling back in Vancouver to create Rainmaker in 1994. His colleagues and employees were his other ‘family’, all of whom hold him dear. He credited a large amount of his success to the years he spent learning and working his craft at Gastown Productions in the 1980’s.

Bob’s devotion to his wife, children, family, friends and his community was extraordinary and unconditional. An avid yachtsman and longtime coach of Dunbar Little League, Dunbar Soccer and West Side Girls Softball, Bob will be fondly remembered by his boating pals and the team members and their families that he coached. “Big Bad Bob” lived life large and with gusto, his favourite places were with his family, manning the barbeque, entertaining he and Luci’s many friends; an ordinary guy, an extraordinary man, fond of saying: “Here’s to trouble, and gettin’ out of it.”

Donations in Bob’s name can be made to the new Mental Health Centre at BC Children’s Hospital, 4480 Oak Street, B321, Vancouver, BC, V6H 3V4.



RUGBY

Here We Go!

Rowers Rugby has begun what many say will be a pivotal rugby season. With player numbers soaring and growing by the week, the Rowers are ready to take on the challenge of the newly reconfigured premier division.

Off season training began in August. The commitment to training was good, as was the turnout for the Whistler (ask Remington if he remembers anything) and Kelowna mini-tours. Abbotsford agreed to a pre-season match and was promptly beaten for their audacity.

Things were looking very good to kick off the regular season with an Abbotsford rematch. The Rowers were not so lucky this time and fell to Abbey 34-17. The following weekend, VRC had Burnaby (a premier side) in their sights. This game featured a much better performance by the Rowers. With the exception of one surge of play by Burnaby, the Rowers were able to match the level of play of the Lakers. In fact, VRC even carried the lead for some time. In the end, however, it was Burnaby Lake who took this one 44-31; a very respectable score by the VRC 1sts. This game served as a huge confidence builder for the VRC side. It is clear to all that we will be competitive in the new Premier league structure.

The Super 2's hammered Abbey 62-0. Although this was a very one-sided match, the seconds did not manage a repeat performance against Burnaby. Last minute lineup changes did not do the Super 2's any favours as they also fell to BLRFC 18-8. This game showed the seconds that serious effort and preparation must always be present if they wish to repeat

2nds win a lineout in their 62-0 victory



Photo Credit: G. Kirkpatrick

as VRU Champs.

The Thirsty Thirds are certainly on a roll. They are undefeated in 2 games. This team faces a unique challenge: keen players who want to train! That's right, the 3rds have people at training. To the sceptics, I draw your attention to the fact that BOTH Peter Muirhead and Mike Remington were seen at a *Tuesday* training session. Unheard of! This team has many new players and is actively seeking a coach. Any help with coaching would be much appreciated.

A few notes from the sidelines are in order. We would like to welcome **auto/ONE** as a new VRC rugby sponsor. Also, thanks again to **Okanagan Spring** for their sponsorship renewal. At press time, other sponsors are lining up to get involved in the VRC so more about them later. Finally, a HUGE thanks go to Dave Hall, Dave Steer and their team of little website elves. The new website is thousands of times better than the old one. It looks great and is extremely informative and functional. Great work boys! For those of you who have not had the pleasure yet, or who cannot wait until the next issue of "The Roar", check out the website:

www.vancouverrugby.com

Until next time, keep up the training numbers and **PAY YOUR DUES!**

Work hard, play hard, Jamie Overgaard

RUGBY SCHEDULE 2004/2005

FIRST HALF of the SEASON

October 2/04 Home

First Division vs Ravens
Second Division vs Ravens
Third Division Bye

October 16/04 Away

First Division vs U.B.C.
Second Division vs U.B.C.
Third Division vs U.B.C.

October 23/04 Home

First Division vs Bayside
Second Division vs Bayside
Third Division vs Bayside

October 30/04 Away

First Division vs Brit Lions
Second Division vs Brit Lions
Third Division vs Brit Lions

November 6/04

Bye in all Divisions

November 13/04

Makeup Games

November 20/04 Home

First Division vs Capilanos
Second Division vs Capilanos
Third Division vs Capilanos

November 27/04

Make up Games

Kick Off Times

First Division – 2:30
Second Division – 1:00
Third Division – 11:30



The Jokers

JOKING AROUND

The Jokers have hit the field this year with a whopping seven women's teams and 3 men's, including the return of a women's premier team after a rather long hiatus. The Premier men's opening season game to West Van resulted in a convincing win and the women's premier team was pitted against defending CIAU champions UBC... the women defended well with Meredith in net and resulted in a hard fought loss. The women's third division match, joker vs. the newly added joker IV team resulted in a well deserved joint club tie....

The 2004/05 teams are:

Men's

| | |
|---------|----------|
| Premier | Jokers A |
| First | Jokers B |
| Fourth | Jokers C |

Women's

| | | |
|---------|----------------|---------------|
| Premier | | |
| First | Jokers Blue | Jokers Orange |
| Second | Jokers Blue II | Orange II |
| Third | Jokers III | Jokers IV |



ROWING REGATTA NEWS

Upcoming races include:

| | |
|-------------------------------|---------|
| Head of the Gorge/Victoria | Oct. 30 |
| Head of the Elk, Elk Lake | Oct. 31 |
| Green Lake Regatta, Seattle | Nov. 13 |
| Head of the Lake, Lake Union, | Nov 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

We would like to thank all who participated in the first annual Erg-athon this past weekend.

We had over 60 participants and VRC was able to raise a grand total of \$7000 with \$5000 going directly to the Canadian Breast Cancer Foundation, and \$2000 for the Rowing Section.

Hopefully you all had a fun and not too punishing experience as you put your time in on the rowing machines. An extra special thanks goes to those of you who did double duty by racing at Nicomekl in the morning and then jumped on the erg in the afternoon! Your energy, spirit and support showed through and we now have an event that can grow and continue in the years to come. Congratulations to:

The team with the Highest Pledge total were "The Stroking Chestnuts" with \$1,600! Michelle Dawson won the MINI for the weekend with a total of \$421 raised. Carolyn Rowney won the Fitness World Membership with a total of \$310 raised. Diana Buric won the personal shopping package with a total of \$300 raised. Winning for the most creative team name were "The Filthy Oars".

Without the hard work of a small group of people this event would never have happened. Michelle Dawson, Brenda

Longland, Trevor Howes, Jeff Nugent and Asef Karim all put many hours of thought and labour into making sure that we had a fun and quality event to present.

Thank you as well to Anthony Rippingdale, Carole Daviau, and Corree Laule for putting together such fabulous teams!

Thanks go out as well to the staff of the VRC who helped to make sure we had everything we needed ... including a few more people to jump on the erg (though I wonder if that wasn't secret training for next years' Intersectional Regatta)!

Congratulations to all participants for putting in your time, energy and donations.

We'll see you next year!

Gold Sponsors:

Purdy's Chocolate
KVOS
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Silver Sponsors:

Granville Island Hotel
Everett Graphics
Vancity
Russell's Brewery
Fitness World

Bronze Sponsors:

Dockside Restaurant
Stanley Park Fish House Restaurant
Metropolis
Panago
Canadian Springs
ICI Paints
MINI Yaletown



Canadian Masters Open Rowing Championship

August 20-22, Victoria.

VRC brings home 6 Gold, 13 Silver and 7 Bronze!!

The Canadian Open Masters Rowing Championship was hosted in Victoria BC at Elk Lake, home of Canada's national rowing team. 461 rowers participated. They came from across Canada, several areas of the US, as far south as San Diego and as far east as Boston. The Weybridge Rowing Club, Surrey England, was also represented at the regatta! 130 volunteers worked tirelessly to ensure that the rowers had a positive experience.

The regatta was kicked off with a barbecue on Friday night – approximately 350 rowers attended. The rowers were welcomed by David Gibson, regatta co-chair, Brian Williams President of VCRC and the regatta committee.

Bright and early Saturday morning at 6:00 am, the coaches were provided with the race information. The racing started at 7:00 am both Saturday and Sunday. Sixty-one events were offered from Men and Women's AA-A 1x to Men and Women's D - H 8+. Heats were necessary both Saturday and Sunday mornings. The largest number of heats were for the 1xs and the 2xs. There were 145 races, heats and finals, during the two-day regatta. The final race was on Sunday at 3:29 pm.

This year the handicap system was eliminated by Rowing Canada. Instead of placing a group of boats together that are in different age categories and handicapping to determine a winner, rowers can now receive

Mixed 8 at Delta



recognition for first, second or third within their age category. In essence you can have one or more first place, second place or third place winners in the same race. The change required considerable explaining but was well received.

The top five clubs for first-place positions were Victoria City Rowing Club (28) with 50 rowers registered, Sammamish Rowing Association (13) with 33 rowers registered (Bellevue, Washington), Marin Rowing Association (11) with 33 rowers registered (Green Bay California), Vancouver Rowing Club (9) with 40 rowers registered (Vancouver BC) and Piston Bully Rowing Club (9) with 6 rowers registered (Bellingham Washington).

The weather conditions on both days varied with rain on Saturday and blue skies on Sunday interspersed with challenging breezes. The starting location was sheltered from the breezes, which made for quick and exciting starts. This start location was new for the rowing venue. All rowing events in the past have seen the finish line opposite the clubhouse. This is the first time that the start line was situated at the clubhouse with the finish line in the middle of the lake. Rowers were able to sit on the beach and watch the starts, which brought many favourable comments.

PACIFIC NORTHWEST CHALLENGE REGATTA

**Delta Deas Rowing Club
Saturday, September 11, 2004**

All crews were held in suspense as the regatta was within moments of being called-off due to strong winds and chop in the morning. However, at the last minute the clouds parted and the winds subsided allowing VRC to dominate for yet another year! The winning VRC crew was the Master Men's Quad, crewed by:

- 1 Oliver Kaddatz
- 2 John Hossack
- 3 Thomas Tadsen
- 4 Simon Litherland

+1st in Masters Quads
+Fastest sprint time of the regatta
+Fastest head race time

Kudos to the Novice Women's 4X+ who had a good showing at this event.

**REMINDER:
ROWING SECTION AGM -
November 24**



Master Men's Quad Hoist the Nicomekl Challenge Trophy: Oliver Kaddatz, Mark McCaskill, John Hossack, & Simon Litherland.

NICOMEKL HEAD OF THE RIVER

Nicomekl Rowing Club, September 18th, 2004

Two weeks, two wins - Simon and Team brought home the hardware from this Head Race as well, making this the second year in a row that VRC captured the Head Race title at Nicomekl. Well done! After starting off 10th in line the VRC crew passed all boats except the VRC women's and men's masters 8+. Novice women performed very well again - beating archivals Delta while the VRC Women's 8+ held off the VRC

Men's 8+ although they were beaten on overall time.

Winning Quad Crew:

- 1 Oliver Kaddatz
- 2 John Hossack
- 3 Mark McCaskill
- 4 Simon Litherland

+Fastest head race time, raw

+Fastest head race time, adjusted

Rowing Section Coaching Updates

There have been some big changes in our coaching roster.

Anne Sproull will be leaving us to take the position of Head Coach of competitive programs at Delta. We wish her well as she takes on a new and exciting challenge. Under Anne's guidance the Open program has grown into a full and unique program. We will miss her presence, her experience and her inspiration. Good luck Anne, and don't be a stranger to our docks! Derek Porter will continue to take on the Wednesday evening time slot.

Susan Tucker will not be returning to coach Novices this year. Susan passed along her experience and her passion for rowing to many aspiring rowers. She has encouraged many to reach further and develop their skills. Taking on

the task of novice coach, alongside Richard McDaniel, this year is Jennifer Reid. We would like to thank Susan for all of her hours of work and welcome Jennifer to this new position.

The Junior program will also be seeing some changes. Allison Webb will not be returning this fall to coach. Allison has spent many moons at VRC; rowing her way through the Junior program to become coach of the program. She has worked hard with the kids and we have seen this program produce some very fine rowers. Robin Black and Andrew Ling have also coached the Junior program. Both of them were often seen whipping the kids into shape and the sounds of kids erging madly in the shell bay were mainly due to them. Kathi Nikic is stepping up to take on this program for

Seaplane Relocation

Thanks to all who helped in the effort to stop the floatplanes from relocating directly in front of Harbour Green Park, in particular Dimas Craveiro. In the end, there was simply too much pressure from influential bodies (government and private) to consider alternate sites. Along with the residents of Coal Harbour, we investigated other sites. While initially feasible, they became unavailable. The Development Permit Board approved the relocation of the floatplanes for three years, subject to conditions. Realistically it may take longer before they are ultimately located north of the convention centre. Four boats currently moored beside the floatplanes will also make applications to relocate directly in front of the park. The water just got a lot busier.

The proponents of the floatplane facility still have to provide a navigation and safety study. We will be contacting the Harbour Master and work with the floatplane companies to make all of us aware of each other.

There was some good in all of this. The City, residents and floatplane operators were made aware of our history and the significance of our presence in the harbour. Panel members sympathised with our predicament and required the floatplane operators to provide a liaison with the club. Additionally, a condition was applied that restricts the planes to their present number and to constrain themselves to landing in Alpha area.

the time being. Thanks to Kathi for taking on this position.

We would like to thank all of our coaches, both program coaches and Learn to Row coaches. We need you to encourage us, push us, inspire us, and teach us. We appreciate your time and energy, your patience and your experience.

Rowing Group Email Lists

Want to subscribe to one of the club's group email lists (i.e. rowers@ for general rowing news or novicerowers@ for all the latest novice rowing updates)? Simply point your mouse towards <http://lists.vancouverrowingclub.ca/mailman/listinfo> and subscribe yourself!



ANNUAL SILVA BAY DRAG RACE

RECORD CROSSINGS IN 15-25 KNOT WINDS OVER TWO DAYS

By Lyle "Rocket Fuel" McKenzie

Matt Wagstaffe called it right when he said that this year's Silva Bay Layover September 18-19 was a drag race across the Strait of Georgia. We had two beautiful days of racing with sustained wind speeds of 15-20 knots on Saturday and 20-25 knots on Sunday.

All 14 entries had one rhumb line tack to the finish line on both days with all boats carrying a spinnaker on Day I and some boats on whites for Day II due to crew shortages or common sense. It was a great finale to end the official summer racing season. You can race differently but you can't race better.

Reflection #1 of A Perfect Weekend

Evan Seys and his crew celebrating his win on Day II at dockside. This was a bigger party than the Queen of Diamonds cruise boat that came with a live 8-piece R & B band and a load of partygoers. The Q of Diamonds sheepishly did a 360 and got the hell out of our space knowing that it was impossible to compete with Evan's victory dock party. Was that Evan mooning us, bare-assed when we came in, or was that my imagination playing tricks on me again.



Fred "Commodore" Grimann Harnessing The Horsepower That Tenacity Has Under The Hood.
A Third Place On Day I And A Second On Day II For An Overall 2nd Place Finish. A 2hr 26 min 35 sec finish On Day II. We Promised Fred We

'Gentlemen Start Your Boats.'



Perihelion - As Driven By Evan Seys On His Way To A First In Race II, And A 5th Place Overall. 2hrs. 34 mins 37 secs Crossing Time On Day II In His Radical Designed, Built In Taiwan Racer/Cruiser.

Would Tell Bernice That The Actual Wind Speed Was 5 Knots Gusting To 6.

Reflection # 2

Fred Grimann hosing his boat down after the race to cool it down. I mean that boat had scorch marks and was still smoldering when he came in. Bernice was heard to say "Now Fred, go away. This is not The Cat On A Hot Tin Roof"
Reflection # 3
Steve Lawton arm wrestling and beating every patron in the entire bar, except the bar maid with the décolleté that

caused him to momentarily lose his concentration. Steve has a strong right hand. Now what has he been doing to get that?

Reflection # 4

The spectacular West Coast picture perfect view of Silva Bay. God's Little Half Acre and the club's outstation.

Reflection # 5

Lordelpus, Argosy, Berkana & Tenacity all bearing down on the finish line battling the outflow from Howe Sound with a 25 kt. finish and three, yes three, outbound freighters in our path, who would not and did not give way. Argosy wrestled their spinnaker to the mat, Jim Lavers showed remarkable seamanship, and Lordelpus blew out her spinnaker for the 3rd time in 6 weeks. Tenacity won that contest by finishing just ahead of the three of us. What a finish and what a way to get the checkered flag.

Reflection # 6

No sail changes, no tacking or jibing, just a straight line pursuit race with the 13 boats given a starting time according to their rating. One by one the boats crossed the starting line with the slower boats leaving first and the purebred racing machines leaving last. A really interesting race

because you always know your position in the race. Pass a boat along the way and you move up one position. Passed by two boats, go back two. All boats are in sight of each other, with boats racing in packs, which means you are always racing with or against someone right beside you. The hounds and the hares. Slower boats starting first being pursued by the fastest. A thrilling race made even better with blue skies and strong winds.

Reflection # 7

We didn't have to be told that on the way out we passed through a dark cloud that dumped a record amount of rainfall on Vancouver and on our race. We raced along knowing that at some point the rain was going to come. When it did come it came down in sheets and soaked all who were under her. The best thing about that is we did sail out into the bright sunshine after the deluge.

Reflection # 8

How does he do it?? Chris Ruck on his 39 ft. Oyster sloop sailing single-handed with a full spinnaker flying in heavy winds and following seas. The rest of us need a minimum of four crew to do what he does all by himself, and all the while Houdini probably had a roast on in his galley, while mixing himself a cocktail, and reading the newspaper.

Reflection # 9

I am accused of being biased in that I only

report on Lordelpus in her winning ways. I apologize to all but it is difficult to report on other boats while I am standing or kneeling on the deck of the good ship Lordelpus. Therefore I



Jim Lavers Planing Berkana, His Valiant 40 Cutter, While Crossing The Strait With A New Record of 2 hrs 22 mins 47 secs For A Hawaii Bound Charter Vessel. Jim Knew That He Had To Get The Hull Out Of The Water To Get That 5th Place On Day I, A Third Place On Day II, To Get That Overall 3rd Place Finish. Jim Has Now Got His Eye On One Of The Club Lasers.

will not tell you who was the overall winner in this 2-day race. If you want to know who won it, you will have to visit the VRC web site, look under racing, and see for yourself. So there.



Learn Through Ruth's Mistakes – Lesson #1

I don't understand how computers work, or the principle behind $E=MC^2$. In high school I was more interested in PE and English Lit than science or algebra. I grew up with three brothers so I didn't need to learn how to start a chain saw or use the lawnmower, but I'm the person you need as a partner in Trivial Pursuit to answer those obscure questions like "what's the first line of the The Brady Bunch theme song?"

Needless to say, I've not turned out to be very mechanically inclined. Being a klutz and working around machinery is not a good match. I got my whole hand caught in one of those wringer washers when I was a kid, but that's another story.....

Steve has been fighting an endless battle to get me more adept with the electrical, mechanical and general running of the boat. I've learned a lot about sail trim, using the radio, docking, anchoring, reading charts and avoiding boats large enough to be classified as being their own island. This year I took an occupational first aid course and can now render level 2 first aid. Being the klutz I am, I've already had to practise on myself a number of times.

We were in Ladysmith at the reciprocal dock when Steve decided the next step was to have me do a solo trip in the dinghy. Rowing, great, I took Learn to Row last year and loved it. No? Not rowing? He wants me to start the outboard motor and go out in the channel without him? Is he kidding? Has he already ordered the new boat (Ruthless)? Has he never watched me try to use the remote control and

put a DVD in? I'm searching my mind trying to visualize the chart I was looking at coming in to Ladysmith harbour, and where the nearest rocks and islands were. Already I'm having visions of being Mary Ann from Gilligan's Island, making coconut cream pies and eating raw fish.

Let me tell you, I was a little apprehensive about having anything to do with something that could chop you up into chum in the blink of an eye. I once got my fingers caught in the mixmaster making a cake or cookies or something, so things that whirl around aren't my favourite things in life. But I've got to learn, right? So I didn't let on to Steve how paranoid I was about becoming fish bait, and set about getting the dinghy down from the deck.

We have the routine down pat – once the dinghy is in the water, I tie it to the side of the boat, get in, and move it to the stern where Steve can lower the motor down to me and I can screw it into place. This is the point where he gets into the dinghy, I sit at the bow like the queen I am, he starts the motor and we putt off for a trip around the bay.

But this wouldn't be a Ruth story if things were that simple. Now begins my lesson. Steve slowly went over what to do, how to adjust the tilt of the motor, making sure the throttle was in the correct position – it even had a picture of a hare and a turtle on the handle for those of us that are mechanically challenged. This was looking pretty simple at that point – it couldn't be that hard if it gave you clues with cute little animal pictures.

Next, I had to make sure that the controls were in neutral. No pictures to help me out here, but there was a big "F" for forward (by the end of my lesson I had a totally different word in mind). "N" was straight up, "R" was away from me, so I had a pretty good idea which letter of the alphabet I needed to be in. Steve said it was very important that it was in the right position, so I even gave it a test by clicking it into each position a couple of times, getting the feel for it.

OK, everything seemed to be in order, I was good to go. Pull the choke out and tug on the pull cord – nothing. Try again – nothing. I must be doing something wrong, but what? Once more, and the motor started... and died just as quickly.

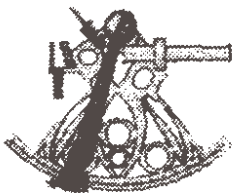
Push the choke back in and tug one more time. Yeah!! it started that time, but I don't think it's supposed to be revving this high or moving forward this fast. In a nanosecond I was holding on to the sailboat for dear life with my left arm, while holding the dinghy in place with both feet jammed under the seat, and reaching for the kill switch with my right hand. Before I knew it the dinghy took off from under me, and there I was – hanging from the pushpit with the dinghy raging back and forth at the side of the boat. Remember, it was still tied to the side of the boat. However, this wasn't a good thing for me in my position, because it kept coming towards me with that whirling motor reminding me of why I don't like to bake anymore.

Steve leapt into action and shortened the line the dinghy was tied on with, so that it was churning away right up against the sailboat and yelled at me to get out of the water ASAP (although I can't be sure about the actual words he used). I did a chin-up on the pushpit and tried to get my legs out of the water in case Cujo the dinghy came back after me. I proceeded to work my way around to the dock-side of the boat, and much to my horror, there was the older couple from the boat in front of us ready to give me a hand back on to the dock.

I was doing a fine job in my own way, but the gentleman was insistent on helping me so I took his hand and lunged for the dock. As he pulled me to the dock and I leaned over to pull myself up, I realized that one of my boobs was starting to escape from my bathing suit. Oh great, we don't see hide nor hair of these people all day long, but the moment I have a wardrobe malfunction, there they are!! Bet he had a good story to tell the folks back home.

Meanwhile, on the other side of the boat, Steve couldn't keep the dinghy under control any longer and it flipped over, and in turn, the

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Ruth's Mistakes continue...

motor quit. What seemed like forever at the time, had only taken about 45 seconds from start to finish. The aftermath took MUCH longer.

Steve had to haul the boat right side up then get in and bail out all the water before he could even start to think about checking out the motor. Needless to say, he's VERY good with engines and after about 40 minutes of tinkering, swearing, drying off the spark plug, swearing, pumping all the water out of the cylinder, swearing, draining the water out of the carburetor and fuel tank, he got it started again - in NEUTRAL, because he knew exactly how to line up the indicator with the big huge "N".

I spent the next little while stripping off my clothes and running shoes, washing them in fresh water, and hanging them, like a Vietnamese boat person, to dry from the lifelines of the boat. I then proceeded to render first aid to myself (remember that course I took? Already it's paid off in spades just by the stuff I've had to do to myself!). No broken bones, just severely bruised legs from the knees down, and a goose egg on the left shin bone. The next morning I discovered I had also torn some muscles in my left shoulder from hanging for dear life to the pushpit.

That night for dinner, Steve, my bruises and I motored over to Page Point Inn across the bay. I was looking forward to a wonderfully expensive dinner out. I needed a glass of cold white wine to relax me and stop the continual re-enactment from churning through my mind.

The motor started with no problems; this was a good sign. Looked like Steve had gotten all the water out of the gas tank. But, no...the motor died just as we were 30ft from the other side. Guess who had to ROW the rest of the way? I went to sleep that night with the sound of Steve's laughter in my ear, as he devised how he was going to get me come Awards Night.

The moral of this story is, always attach the kill switch cord to your jacket, before you start the motor. Isn't that right Chris Boswell?

Steve's version.....Ruth is competent at most things, but lacks confidence in herself. Her lack of confidence is overcome mainly by brute force. She is way stronger than she looks...I mean way stronger.

Ruth has always shied away from using the dinghy with the motor on - row it like a fiend, no problem, but start it with the outboard, NAH! But I have always asked the typical guy question of what if something happened to me

and you had to get me to shore?

With this goal in mind, I wanted Ruth to learn how to operate the dinghy, in addition to *Palindrome*. In my mind the plan was simple, find a nice calm dock and get the dinghy and outboard set up. This went according to plan. I explained how to start the outboard. First make sure it's in neutral by putting it in forward then reverse and finding middle ground which should be neutral. This of course, is supported by the big N on the shift lever. Then pull out the choke, turn the fuel on and pull the cord.

Everything was working fine, motor on, screwed down tight, in neutral ????, out comes the choke, fuel on and let's start this puppy.

Ruth gives it a good yank and I thought the cord was going to rip out of its housing. Hmmm that seemed like a lot of pull for little return!!!! But hey, I'm just watching. The next pull results in a sputter, which to me seems typical for this motor. I tell Ruth to turn off the choke and give it another pull. Holy \$#* not only does it start, but it immediately revs to about 5000 rpm. I can see that "OH, OH what have I done now" look on Ruth's face as the boat starts to do a dance under her feet, then rockets forward and up, up and away. It looks like a bucking Brahma bull trying to lose its rider.

The dinghy is going wild tethered by its nose. I am sure I could hear it snorting as it tried to toss Ruth off. In the blink of an eye, the dinghy shot out from underneath Ruth's feet. I could see Ruth's lightening quick reaction, of not wanting to get wet, as she did a chin-up on *Palindrome's* push-pit.

The downfall of this plan was that the dinghy was writhing back and forth like some deranged animal lashing out at anything near *Palindrome*. Ruth, me, anything was fair game. I asked Ruth to get out of the water....OK... I yelled "Get the %#* out of the water before the dinghy gets you". She swam like a disoriented dolphin for the shoreline as the demented dinghy danced on its tether.

Finally it flipped over and died. Ruth, dripping wet, back on board *Palindrome*, leaned over the side and said, as I started to bail the dinghy, "I told you I hate using outboards!"

I finally got the outboard running again (drain, clean, pull, drain, clean, pull) just in time to putt over to the fancy restaurant where I was apparently going to be buying dinner. Sure enough 30 feet from the dock, sputter sputter cough, the engine dies, I look at Ruth and say YOU'RE ROWING!!!!

Next month, how to resuscitate your drowned outboard!!!

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Breaking News!

Lordelpus To Defend Title!

by Lyle McKenzie

The following message was received at VRC Race Headquarters:

The dates for the 2005 Cadillac Van Isle 360 will be June 11 - 26, 2005. Once again the race will be limited to 35 boats and we expect to sell out quickly. You can expect the same great format around the island, with fantastic racing and shore-side events.

If you are interested in entering you should contact us by email soon. Watch the website as news flashes and other information will be posted there shortly.

Janine Bell, 250-754-9236

www.vanisle360.com, info@vanisle360.com

Effective September 20, 2004,

Lordelpus, her courageous captain, and her faint-hearted crew are in full training mode. The crew are to abstain from Sex, Drugs, and no Rock N' Roll after 8:00pm.

There is to be a 24 hour No Fly Zone and Patrolled Security around *Lordelpus* as well as divers to ensure that her skirt is not lifted to reveal her new "hydrogenated winged keel propulsion thrusting system." Whoa Steve. We are not talking about a tranny, we are talking about a sailing mechanism.



SILVA BAY LAYOVER RACE – 18-19 SEPT, 2004

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

I was reading through last year's account of this race and thought I might just reprint the whole thing, everything was so similar!

I was going to change the byline to "Racing from the perspective of the FRONT of the fleet" but there were some differences this year. First we were NOT at the front of the fleet on Saturday, but then last year the first day was abandoned through lack of wind. This year, we had an easterly! This meant we could get the 'chute up. What a treat!

The night before had seen the greatest amount of rainfall in a six-hour period EVER in Vancouver at 80mm

and I was not looking forward to having to race through that sort of deluge, but we assembled at the dock at 9am and while I got breakfast on the go, we motored out towards the Lions Gate Bridge and the start line at the Bell Buoy at Point Grey. We had Peter, our entertainments officer, my Judy (what a surprise! She NEVER comes racing with me!), Lesley-Ann Blackshaw and her sister-in-law Jill, on a visit from England, along for the ride too. They were in for a treat!

The weather was a bit dull, but at least the rain was holding off as we arrived to get ready for our start time at 11am. This was to be a pursuit start with the slowest boats going first. So, it was up to us to show the way, and we hoisted the spinnaker and set off for the line as the horn blew. Two minutes later *Little Voices* started, and they were followed by *Nikki* who quickly caught us in the light 6-8 knot breeze. Then *Carlito's Way* snuck up on us from the south and it looked bad. These light boats were going to kick our little bottom! *Lordelpus* charged past us hotly pursued by *Argosy*

Lordelpus, winners of the first leg, getting a running start. (Photo: Dave Dorman)



which was great to see but we were steadily going down the field. Then the breeze got up a bit to about 10 knots and we started to come back. *Nikki* was the first to fall to our bow wave and even *Lordelpus* and *Argosy* looked as if they were no longer pulling away.

Then it RAINED!! It came down in buckets and I don't think I have sailed in such a deluge since I left England in 1986! What remained of the fleet behind us was obliterated in the solid downpour. Peter was trimming and was outside the doghouse while the rest of us covered under cover. Poor guy, he got totally soused and had to go and change his knickers.

With the passing of the rain, the wind died a bit and all our hard work was wasted as boat after boat sped past before the finish at Acorn

Island off Silva Bay. Harry Campbell had been lured into doing the committee boat at this end, because he lives over there now, so we had someone to take the times. It seems we came in tenth out of a great turnout of 15 boats.

Lordelpus won in great style in 2 hours and 41 minutes 3 seconds, but the race for second to 5th was really tight with everyone turning up at the finish at the same time (which is the whole point of the pursuit start!) *Tenacity*, *Goose* and *Duck*, *Argosy* and *Berkana* all fought to get to the line before the others, and in the end there was only about two minutes separating them. This was a great day for all with the results staying as mentioned I believe. Poor *Elle* was short handed and had trouble with his spinnaker and was the only boat not to finish. And he was scratch boat, which must have been very disappointing.

Parties sprang up on the dock at Silva Bay Resort beside any boat that looked as if it might have a spare bottle of wine or two, and tales were told and eventually even songs sung, as Alex Cregan of *Argosy*, only just out of hospital after a nasty fall, regaled us in the pub with songs accompanied by his ukulele. He is WAY too tough to be 74!

We all stumbled into bed feeling happy and contented with a great sail behind us, and the prospect of more to come on the morrow, and none too mindful of the consequences of having too much fun the night before.

I put Peter up in the V-berth as he snores for Canada (he tells us it's to keep the bears away and I have to say that I didn't see any that night, so maybe it works!) This left Lesley-Ann in the wing berth just aft, and the big double was pulled out in the saloon to accommodate Jill and her husband

Nick (who had come over on *Penucha* with L.A.'s brother Jonathan, not racing but spectating! Good on you. *Labyrinth* with Robbie aboard did the same thing. Good to see you). During the night, Peter went to the loo a couple of times, as we all do at this age, and had no trouble the first time. But on the second attempt he tripped over the 5" step outside his cabin and nearly boarded Lesley-Ann!! She was blissfully unaware of anything amiss. Otherwise the night was incident free except for another torrential downpour. More records were set with the rainiest day ever in Vancouver and the rainiest September ever. Amazing.

We all awoke and breakfast was dealt with while we got ready for the next leg. The race back.

There was little or no wind when we woke up, but it steadily built, from the NW!! I couldn't believe that we might actually get a spinnaker run in both directions. This would be unheard of. Another record perhaps? So we left the dock at 10:15 to get ready for the start at 11am. The area in front of the line is pretty restricted so it was quite hard to maneuver our big boat through all the other boats waiting their turn, and to cap it all a rubber dinghy came alongside to say hello, right in the middle of the countdown! But we got everything together and hoisted the spinnaker to go over the line about 30 seconds late. The wind was showing about 11 knots on the beam and steadily built as we made our way past Thrasher Rock, and watched the other boats starting behind us.

This is exciting stuff, watching everyone trying to chase you down and trying to hold them off until the finish, but this was our wind, and we were off like a greyhound! The *Perihelion* in full flight. (Photo: Dave Dorman)



The wind built to over 20 knots and we had to drop the mizzen about half way across which instantly gave us another knot and we started to fly along at over 8 knots. The crew was fantastic with Lesley-Ann spotting for Peter who was in the unaccustomed position as trimmer. Judy was grinding (??) and Jill was timekeeper and was very good at relaying my shouted commands when I was up forward. We made a great team.

We finished still well in the lead in 2 hours and 34 minutes, making an average of over 7 knots for the 18 mile course, which was pretty good. Our



Poor Alex feeling very unwell in the ER after rupturing a kidney in a fall on the tide grid 2 weeks previously. (Photo: Judy Davis)



Racing...(continued from page 12)

committee boat was not ready for us because he was not expecting anyone to be back this early, but he went on station anyway and took all the other times in spite of some quite uncomfortable seas off the Bell Buoy there. Thanks for the great effort David Dorman and crew of *Cardena*. We turned to look behind us at the armada of boats with spinnakers flying roaring up behind us, and Judy did a little jig in triumph, and some of her gestures were quite obscene!

Argosy was seen to round up a couple of times and then his 'chute came down and he seemed to head for the line under main alone. It turned out he blew the big sail out, as did *Lordelpus*, but at least he left it until after he had crossed the line. Other boats were getting seriously overpowered too, so we felt happy to have had our 30-ton platform to fly our spinnaker from. But I think we all got in just in time as the wind was rising to the mid 20's and beyond by the time we had all finished.

Peter had the most difficult of times dousing the spinnaker after the finish, and was lifting happily off the deck before the rest of us rushed forward to give a hand. It was funny to watch Judy and Lesley-Ann pulling on the uphaul of the sock, while Peter hauled the downhaul and didn't know why he was levitating again! And we had let the sail go! Boy that has some power! Even *Little*



Little Voices, giving it their all, with no spinnaker to be found. (Photo: Dave Dorman)

Voices in a gallant effort without a coloured sail, finished 5th, having gone well to the north to get "heated up" and then come flying down to the line wing on wing. Good tactics, which nearly paid off.

But there were some fast boats out there, with Gunner aboard *Havoc* doing his customary 11kt in these sort of conditions, and Brent Sands with his *Auranghi* starting to get some speed happening.

But the sun shone and we all had just a wonderful sail. And what a weekend!! Spinnakers BOTH ways! Now I'm going back to sleep, because I am sure I was dreaming!

We all thought of Lex Peterson of *Rosebud* on this fine weekend, knowing how much he and Tina would have enjoyed it. We miss you.

by Evan Seys

Yachting Annual General Meeting

All members of the VRC Yachting Section please note that the Annual General Meeting of the VRC Yachting Section will take place on Thursday October 28, 2004 at 7:30 pm. in the Main Hall. Registration begins at 7:00 pm.

YACHTING EXECUTIVE

There are openings in your Yachting Executive. Step in and enhance your Section by allowing your name to stand for election. We need:

- Vice Commodore
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- Power Officer
- Safety Officer

Contact Dave Dorman at dwdorman@shaw.ca or 604 272 5255



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The bar will be open! And some of the crew will be there to answer questions after the one hour showing. Oh, and this is FREE!
For more information call Evan Seys at 604-688-0276

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Dinner at 7pm

Dancing at 9pm

Tickets at the Office in October

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Sf's and entry form will be available on our website and in the office soon!



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 Saturday, Sunday 10 am-2 pm

LOUNGE HOURS

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TROPHY LOUNGE (STREET LEVEL)

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 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

Oct. 5 Just Singing Around
 Nov. 2 Just Singing Around
 Nov. 29 Bluebird North
 Dec. 12 Childrens Christmas Party

FIELD HOCKEY

Oct. 1 Quad Dix Reunion Dinner
 Oct. 23 Social
 Nov. 21 Social
 Dec. 4 Christmas Party

YACHTING

Oct. 20 Berkana Trip Show
 Oct. 28 Yachting AGM
 Nov. 20 Commodore's Dinner
 Dec. 3 Christmas Dinner

RUGBY

Oct. 2 Home Games
 Oct. 23 School Disco Dance/Home Games
 Nov. 20 Home Games
 Dec. 11 Christmas Dinner

ROWING

Nov. 24 Rowing AGM
 Nov. 27 Rowing Captain's Dinner

2004 October

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

2004 November

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---------------------------------|--|---------------------------|-------------------------------------|---|--------|---|
| 31 | 1 | 2 Just Singin Round | 3 Rowing Executive Meeting | 4 | 5 | 6 |
| 7 | 8 VRC Board Meeting | 9 | 10 | 11 Remembrance Day - Office Closed | 12 | 13 |
| 14 | 15 Yachting Executive Meeting | 16 | 17 | 18 Field Hockey Executive Meeting | 19 | 20 Commodore's Dinner/Rugby Home Games |
| 21 Field Hockey Social | 22 | 23 | 24 Rowing AGM | 25 | 26 | 27 Rowing Captain's Dinner |
| 28 | 29 Bluebird North | 30 | | 30 | | |