

The

R O A R



Volume 30 No. 2

February 2005



2005 VRC Burn's Supper

From left to right: Rene Myrand (VRC President), Fiona Galbraith, Nick Galbraith (Burn's Supper Chairman), Dr. Harry McGrath, Shari Wallace, Hugh Wallace.



Rugby



Rowing
Page 4



VRC
Pages
2-3



Field
Hockey
Page 5



Yachting
Page 5



Pat O’Gorman

Phone: 604-737-8865
Cell: 604-813-1521
www.patogorman.com
pogorman@remax.net

RE/MAX
SELECT PROPERTIES



Thinking Real Estate?

If you are thinking of listing your Home
Call me for a Free Market Evaluation

PUT MY EXPERIENCE TO WORK FOR YOU

**Notice to All Members
ANNUAL GENERAL MEETING
Thursday February 24
7:00 pm Harbour Room**

The ANNUAL GENERAL MEETING of the VANCOUVER ROWING CLUB will be held on **Thursday February 24, 2003 at 7:00 PM** in the Harbour Room

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

(N.B. the date published inside the January 2005 Roar was in error!)

**VRC-RCS
INFORMATION MEETING**

Wednesday February 16, 2005

7:00pm. in the Harbour Room

A special information session has been scheduled by the Board of Directors of the Vancouver Rowing Club in advance of the club’s AGM, to provide information and answer members’ questions regarding the V.R.C. Recreational Centres Society (VRC-RCS). In past, questions have arisen at the club’s AGM regarding the VRC-RCS, what it is, what it does, and in particular the financial relationship between it and the club.

All members are welcome (and indeed encouraged) to attend.

The ROAR

Monthly newsletter of the
Vancouver Rowing Club

PO Box 5206
Vancouver, BC V6B 4B3
Phone 687-3400
Fax 687-6812

www.vancouverrowingclub.ca
email: office@vancouverrowingclub.ca

Editor: Kerry Kerr

Section Editors:

- Rowing Tanya Davis
- Rugby Jamie Overgaard/Kelly Egilsson
- Hockey Barb McDaniel
- Yachting Lyle Mackenzie

Advertising Rates

Business Card	\$15/insertion
1/4 page	\$30/insertion
1/2 Page	\$50/insertion
Full Page	\$100/insertion
Member’s discounts: 3 insertions less 30%; 6 insertions less 50%	

Desktop Publishing by Liz Gregory Smith
Visionary Communications, egregory@telus.net





NEW YEAR'S EVE



Any attempt to write about the VRC New Year's Eve party is fraught with danger, because try as I might, I forget! Funny that!

I do remember we had a barrel of laughs and way too much fun. Music played and we danced the night away. I'm told that we had about 40 people. Pretty good seeing as the main body of yachting revelers went to Snug Cove.



Champagne was served at midnight by the gallant Danny, and little Debbie

managed to keep us full of good liquor for the rest of the evening and did a great job. In fact thanks to all the staff who looked after us (now you can see that I'm beginning to forget who was there!)



We closed the bar about 2.30am and staggered back to the boat rather than drive home. Mind you maybe I should have driven, because I certainly wasn't fit to walk!



I'm told that Peter Moore tried to get another drink at 3.30, sneaking out of his warm bed but Danny quietly turned him around and pushed him back to his boat.

It was great to see the effort everyone went to with the potluck. We had far too much to eat and the spread looked fantastic.



We had streamers and "Party Favours" (whatever that means!) and I have to say that it was a really good NYE.





Rowing

by Tanya Davis

BEAT the BEAST Many Exciting Moments

by Peter Maharajh

Four new shells arriving!

We're excited to announce that four new rowing shells on order from Hudson have now arrived: Midweight Single, Midweight double/pair, Midweight 4 and Midweight 4, coxed.

Our social coordinator, Corree Laule, has put together a naming contest for these boats, and at the time of submitting this article, voting had just begun. Check the new VRC Discussion Board at: <http://rowing.netstudio.ca> for the winning names.

NEW DISCUSSION BOARD AVAILABLE

The rowing section has a new discussion board available! Whether you'd like to find out up-to-date program information, participate in discussions on various rowing and non-rowing topics, find rowers willing to join you in off-program-time rowing opportunities, or simply keep up to date in the latest banter from our section, please register and view the discussions at: <http://rowing.netstudio.ca>. We look forward to your active participation. Contact Tanya Davis (at rowing-pr@vancouverrowingclub.ca), your Discussion Administrator and PR Officer, with any suggestions or requests!

Beat the Beast had many exciting moments this year. There were a number of very good times and congratulations to all of those who were able to better or equal personal bests. Also thanks to those who came out to cheer and make some noise. For those unable to attend I would like to share an exciting and punishing race within the race itself. I was fortunate enough to sit beside my usual rowing partner Brent and offer my usually ignored bowing strategies. I was not feeling very healthy that week so I made sure to scratch two days in advance. Yes, I woosed out. Brent wondered why he was doing Beat the Beast if I wasn't. I told him that it was for his own improvement. Brent expressed that he preferred not to do it but I promised him that we could go for waffles if he just finished.

With the idea of waffles in his head he perched himself on to the seat of that "Devil's Tricycle" and prepared to pull the crazy wire. Before the call to start was upon him, Brent realized that the mighty Simon L was in the lane next to him. Simon had wires coming from his buttocks to his ears. I whispered to Brent "I hope that's some kind of music device or else you're dead." Simon gave 2 or 3 mighty pulls – kind of like a peacock spreading his feathers – intimidation was his game.

The arena (gym) fell quiet. There was a beep. I saw a competitor down the isle start so I yelled at Brent to GO! He went. Everyone stopped. FALSE START. "Thanks a lot." Brent said to me. "I wasted some pulls". (So much for my keen observational skills.)

Simon sat still focused. This time the start was equal and the wizzing and zinging of those spinning wheels filled the air. There were guys killing themselves to arrive 2000m into the future but the race between Simon and Brent was awesome. Simon started with some deadly low splits pulling ahead. Brent kept a steady distance behind but didn't really let him get away. Two minutes in – I called Brent to make a move. He did. Simon responded pulling away again. I tried getting Brent to lower his rate and pull like a dog. He did. He caught up. Simon pulled away again. This went on for four more minutes. The end was in sight everyone was reaching for that last bit of energy. Brent went crazy. The stroke rate went way up. The split came way down. Simon with his eyes closed was giving it his all. Brent was closing the gap. It was over. Simon had just edged him out.

It was the best erg drag race that I had ever seen. Simon told me later that the turtle always beat the hare. That was just too abstract for me so Brent and I went for waffles and all was good, leaving behind another year for Beat the Beast. Way to go!

Ode to Rowing in the Winter

Submitted by Annette Oshae (author unknown)

On Saturday morning,
Quite without warning,
The call came from out of the blue.
"The water's not frozen,
The time has been chosen,
We meet at the club at two."

"Now I'm not complaining,
But outside it's not raining,
In fact it's beginning to snow!"
"Oh, lay off your whining,
You know you'll be fine and,
It's time to get ready to go!"

So now I'm preparing
With layers of layering,
I look like the Michelin Man.
With boots, toque and gloves
And plenty of shoves
Dressing's now part of my new warmup plan.

The shell's on the car
And the Channel's not far
But my tie downs have stuck to the rack.
The wind's really blowing
And it's still snowing,
I'm debating a fake heart attack!

My boat's on the water,
Good grief I'm no otter,
But I've got my behind on the seat.
The current is tricky
The weather's still icky,
The snow's now turned into cold sleet!

Blades up and let's go,
It's a workout you know,
Let's make these boats really race!
It's rowing time
And it'll be fine
If I can just kick up the pace.

It's over all ready?
But I'm finally going steady
And I've almost caught up to the lead.
This work out was fun
Now it's finally done
A hot coffee is just what I need.

Well it's time to go
Through the ice and the snow
And put all of our boats away.
At the end of it all
I'll wait for your call
Because this truly was a great day!



The Jokers

JOKING AROUND

Congratulations go out to Matt Peck and Kristal Timmer, both recently receiving National Card status. More congratulations to Amanda Stone who was selected to the National Junior team which is coached by Joker Hash Kanjee and recently returned from a four nations Tournament in Chile.

Mary Spencer from Jokers 1V traveled with a team from Children's Hospital to administer medical treatment to the many children who were affected by the devastation in Sri Lanka.

Susanne Jackson from the Joker Blues is still following Phil Cross's Bread Crumbs in South America, and has only been robbed once.

Saturday afternoons at the club continue to be a drop in center to hoist a few jars, before during and after the games. Join in on the gossip and hear about how goals were scored or not. Thursday evening training continues, to celebrate the closing of the week and the gearing up of the weekend fixtures (Victoria's word). The Rugby guy will soon be warming up the BBQ for the best burgers in townThose who are energetic can join in on the run beforehand.

Yoga is on at VRC!

Come join us Wednesday nights at 6:30pm in the Harbour Room for Yoga!

The drop-in fee is \$10. The theme for the new year is 'back to the basics': If you've done yoga once or 100 times, these classes will focus on the basics and will be challenging for all levels. Hope to see you there!

Lori Benning

Yachting

POLAR BEAR RACE

23 January 2005

By Evan Seys

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

The by line above is written advisedly, as I normally sail my own *Perihelion*, very slowly and gracefully around the course picking up broken pieces of race boats that preceded me, picking up the odd man overboard and generally checking out the back end of the sailboats racing against me. But this time the old girl was not to leave the dock as she needed work on her water pump, pre-heaters and zincs. And after a fairly heavy round of partying over Christmas, followed by an amazing birthday (which happens to fall on the same day as one of the biggest and best parties at VRC, Awards Night and all its attendant frivolities), I was not in much of a mood to exercise my little body and looked forward to a restful day in bed! It was Sunday after all.

But it was not to be. Matt Wagstaffe of *Lordelpus* caught me unawares and managed to con me into sailing with him! Rats!

The whole night before the race it rained. The forecast was rain and wind and I expected to get soaked and cold. No bath tub

and central heating here. These guys are SERIOUS! I awoke at 8am, made a quick breakfast and donned my most waterproof of gear, along with Tilley hat and sea boots, and walked along to *Lordelpus* to see about getting the vessel ready for sea. Matt and Sabrina greeted me with coffee and a way too cheerful outlook, and put me to work taking the dodger off (now I *knew* I would be getting cold and wet) and generally preparing a race boat for the day. Naturally enough I was bemused by all the ropes and blocks and tackles that I simply do not have on my boat.

"You're in the pit", said Matt. The pit? I don't even know what that is! But I soon discovered that it meant that I would be running the spinnaker pole topping lift and downhaul (they called it something else, so I knew I would be confused later on), the spinnaker halyard and the vang. But most important, I was to handle the mainsheets as well. This is fine, but I am used to bellowing orders from the quarterdeck, not actually doing it!! Seriously, it had been a while and I was actually really looking forward to it. Especially since *Lordelpus* is one of the top contenders in the fleet and would be out front or close to it. It is a view I rarely see.

We arrived at the start to a good 12-15 knot breeze. I thought it might be a good idea to practise a little but was overruled, as we would "get too tired before the race"! Suits me, I thought, and sat back and relaxed. Not for long however as the start sequence had begun and we quickly got the headsail up and started charging along the line at a rate of knots that had my face all pushed out of shape from the G-forces! The acceleration and the speed at which she turns is something that blows me away (as it were!) compared to my little galleon, which takes ¾ hour to tack! This was going to be exciting!

Then the boats started to head for the line. Jeesh! We were close! LOTS of shouting and gesticulations went back and forth between contestants. We would end up protesting another vessel for barging us off the windward pin and our perfect start. (I believe our protest was only one of four!) But we kept going towards the QC Cardinal buoy off Stanley Park, hard on the wind. It turns out that the Stanley Park Barge Buoy has finally disappeared beneath the waves and is

The Short Corner

The league has started in full swing after a long cold frozen field winter. Many joker teams are now gearing up for a race to the playoffs.

The Women are looking for a repeat of the previous year where all teams gained a berth and won division titles. The Men's Premier team are now the front runners in the Premier League and are pushing to bring the title back to the VRC after many years.

An Umpiring clinic is in the works for Jokers sometime in February. If interested contact your captain, Norma Bonnell or Barb McDaniel. 2 people from each team are expected to attend...

Women

Premier	5/7
Jokers Orange	1/10
Jokers Blue	4/10
Jokers Blue 11	2/14
Jokers Orange	11 11/14
Jokers111	2/10
Jokers1V	5/10

Men

Premier	1/7
Jokers 1	8/9
Jokers 1V	8/8



Polar Bear Race (continued)

no longer a hazard to navigation. Why nobody has hit that at night I will never know.

Then it was to ease off a little and head to the Kits Barge Buoy. *Turicum*, ahead of us, was busily trying to get a spinnaker up and our crew immediately started to make plans to keep WELL out of the way, expecting to have an out of control boat all over the place in front of us any second! In the confusion we flew past them still under genoa and started to show our paces. We were catching *Aorangi* and the other boats ahead of us and it was looking good.

Joe DaPonte in *Road Runner* charged around the mark in first place and set their spinnaker for the run down to the Bell Buoy. I think we were in 5th place by this time and quietly confident on another good performance. As we arrived at the mark, we hoisted the 'chute and took off in pursuit. *Elle* took to the centre of the bay along with *Aorangi* and a few others, while we decided to "rumb line it" to the mark. Mistake! Only *Havoc* out of the boats ahead of us decided on the same action and we both lost serious ground. The winds this day would turn out to be one of the most difficult to decipher that I can remember with dying breezes all over the place. Huge shifts confused the best of us as we neared the Bell Buoy and the whole fleet came to a stop. Those behind caught up and all 19 boats had what amounted to a new start at this mark. We tried to round the mark under genoa so that we had more control in the big current as we came into wind. But *Turicum* carried their spinnaker all the way around the mark *inside us* and then took off pointing *higher* than we were under genoa. It made NO sense. What I think happened was that the outflow breeze from Howe Sound and the "English Bay winds" along with the winds from the Strait of Georgia leave a little triangle of dead air at the Bell Buoy, and we managed to get into the Howe Sound breeze, while everyone else managed to keep going in the Bay wind. We got stuck behind the big spinnaker of *Turicum* and could not tack back to Spanish Banks because of the fleet on starboard tack coming up behind us. We had to turn away in the end to get out of the dirty air and that decision cost us the race. *Turicum* hoisted their genoa, tacked back to the south and left us floundering about in air that seemed to be rotating around the compass rose and would NOT let us turn. Almost the whole fleet left us there. NOW the crew of *Lordelpus* know how I feel! I felt quite at home at the back of the fleet.

But, "Never give up, NEVER surrender". We bravely gave chase as we caught a breeze to rejoin the fray. With no hope of getting near the leaders, we decided to take a gamble and go north. NEVER go north in English Bay! But we had to do something radical. Needless to say, it didn't work, and *Lordelpus* came over the line to the amazed looks from fellow competitors who thought we had been around twice and were just mucking about. It was "the worst race since I started sailing" was skipper Matt Wagstaffe's comment.

I have to say that the turnout was fantastic considering the impossible amount of rain that we had experienced. *Cajun* sailed the perfect race and won the day and we managed 16th!! Luckily there are 4 throw-outs in this series, so it does give most boats a chance to screw up without it being a complete disaster.

I have to say that the experience reinforces my belief that Division #2 (Cruising or Battleship Division), being the "kindergarten" for Division #1, is an incredible way to learn how to do this and have fun, without the panic of these really hairy starts. Four boats managed to brave the elements in this division, and although there was some confusion as to which way they should have gone through the start line, there were no protests and everyone had a great day. *Carera* won (and will no doubt be going into Div. 1 shortly!) and were sitting in the bar hours before the rest of the division finished. *Klatawa* beat *Catalina Blues* and *Palindrome* respectively into the bar for a great meal of chili and buns prepared by the crew of *Legend*. Many thanks from us all.

The bar at VRC was absolutely packed as results were read and the camaraderie of the contestants is probably one reason why our VRC fleet is now the biggest in the area! We are out there to have fun and sail our best against some great people and even better boats. It's a test you should take if you haven't already. Your boat isn't just for those hot summer days you know. Use it year round and you will be amazed at the enjoyment you get out of this sport, *and how well you start to sail!*

Meanwhile, I am being actively recruited by some of the front-runners, to crew on their opposition's boats, as I seem to have that uncanny knack of slowing boats down! I am taking bids as we speak and expect to make a LOT of money! Full results at www.vancouverrowingclub.ca. Suffice it to say that everyone had a great day, and it was a pleasure to see the little Dragon out there. You know who you are. Welcome.

Vessel Safety Inspections Coming Up In March!

It's that time of year again! Our mandatory annual Coast Guard safety inspections are set for the weekends of March 12/13th and March 19/20th – Saturday and Sunday of both weekends. Mark your calendars now!

Inspections can be reserved at half hour intervals from 9 AM to 4 PM. Call the office at 604-687-3400 to reserve your time.

Each inspection takes about 30 minutes – 20 minutes for the inspection and about 5 to 10 minutes for the paperwork. If you pass, you get your Coast Guard decal and confirming paperwork on the spot!

You are not quite done though – you must then take your copy of the successful inspection to the office. This enables you to renew your moorage and get your parking pass! If your vessel fails the inspection, you are obliged to make any corrections and have the inspector return to confirm the upgrades. Then take the successful inspection paperwork to the office.

Once you have booked a time and date, you must be on the vessel at the reserved time or the inspector will simply move on to inspect another vessel. It is your responsibility to re-arrange a mutually agreeable time. If for any reason you cannot make it at your reserved time, call the office to change the reservation! This frees up your slot for a fellow member and avoids wasting valuable examiner time!

Our usual fire extinguisher inspection company – DBC – will be on the dock behind the clubhouse on Saturday 9 AM to 4 PM and Sunday 10 AM to 2 PM, both weekends. DBC will be providing free annual inspections for your fire extinguishers (mandatory). Inspectors will have available safety equipment such as flares etc., in case you need to purchase them to pass the inspection.

Remember that the safety inspectors are volunteers – some not even club members – so please thank them generously! You'll receive more information closer to the dates!
Wayne Peters, Fleet Safety Officer



Commodore Report

I am canvassing Yachting Section members for volunteers to assist with the "Winter Sailing Charity Challenge 2005". This is a winter race co-hosted by Vancouver Rowing Club and West Vancouver Yacht Club March 4-6, 2005 to raise funds for the **Lions Gate Hospital Emergency Room Campaign**. The major sponsor, **Mercedes-Benz**, has offered a one year lease on a Mercedes-Benz as a prize. The race is open to all including a Cruising Division and a Jack and Jill division. For further details see our VRC Yachting Website under "Racing", click on "More Racing" and then click on March 6th "Winter Sailing Charity Challenge 2005".

We are looking for volunteers to help on the chase boats, to man the registration desk and to help with the food and clean up on Friday, March 4th. We require some VIP boats to carry media and sponsors (we already have two but might require back-ups). Also, volunteers to help raise pledges for the charity (talk to Matt Wagstaffe about this.) Any of our business owners willing to donate a prize to the event would also be greatly appreciated.

Awards Night

Steve and I would like to thank everyone for the kind words. Awards Night was a HUGE success. Many hours of preparation went into the evening and the best part for us was ticket sales rising out of control. We extended the ticket sales a few times in order not to exclude anyone from the fun. In the end, 121 tickets were sold!! I think that's a record.

Many people worked to make the night a success. The normal group was Sabrina and Matt, Chris our new Racing Officer, Steve, and my crew of Kina and Doralee. More importantly were members who stepped forward to volunteer to do everything from helping with the BBQ, to cooking, and the cleanup after. Kina, Doralee and I tried to write down all their names but we were still counting at 40. Please accept my thanks for all the work you guys and gals did - your assistance was appreciated VERY much. Just a little plug, our next big event is Sail Past in May. Hope you are available then....

This is a great opportunity to assist VRC Yachting section supporting the community and also helping to put our club in the premier league. Please contact Sabrina Class or Matt Wagstaffe if you are able to help make this a successful event.
E-mail Sabrina tscuc@direct.ca
E-mail Matt waggy2@telus.net

On another matter, Vancouver Rowing Club, Yachting Section is also seeking volunteers for a phone committee, help with managing our web site and proof readers for the annual "Yachting Directory". The position of "**Treasurer**" on the Yachting Executive has recently become vacant and we are currently seeking a volunteer to assume this position and keep tabs on our finances as entered in a ledger by VRC support staff. Please contact me or Bernice Grimann to volunteer for any of these positions at fgrimann@vcc.ca

This is your club and part of your responsibility is to support its endeavors and take part in the activities.

Fred Grimann, Commodore

Two people who volunteered to assist me that night, Al Robertson and Wendy Forth, should get special attention. Al was in charge of the BBQ and the serving table which was dressed up with different heights and plants. He did a fabulous job of looking after all aspects of the meat preparation and cooking. Wendy was hiding in the kitchen cooking vegetables and pasta. She took over the kitchen as soon as she got there and I was kicked out while she worked her magic. Having these two people take over allowed both Kina and myself to relax for once and not worry about whether everything was going smoothly or not. The next time you see these two people, buy them a drink, give them a thumbs up or a word of thanks and tell them how much they are appreciated.

Thanks again from Steve and me. The success of this event just goes to show you what a wonderful bunch of members the Vancouver Rowing Club has. You should be proud of yourselves.

Ruth and Steve, SV Palindrome

WINDING UP your ELECTRICAL CHARGING SYSTEM!

I had a problem with my big body alternator and Jack Peters suggested I contact BRIGHOUSE AUTO ELECTRIC SERVICES LTD at 1-2651 No.3 Road, Richmond B.C. (Tel; 604-273-4904).

I took the old one along for a new bearing, as I had wrecked it when I had inadvertently fired up the engine of *Perihelion* without turning the cooling water on. This resulted in boiling antifreeze getting sprayed all over the engine room and wrecking the bearings in the alternator (amongst other things!) Bearings do NOT like antifreeze by the way.

All was well for two years as long as I used the engine within 10 days, otherwise I would have to take the breaker bar and forcibly loosen the bearing before firing up the engine. If I didn't, there would be a terrible smell of burning rubber as the belts melted! Otherwise it worked fine. Remarkable, but it did!

I was doing other work on the engine and decided to have the thing fixed once and for all and after advice from Jack, ran down to Richmond to see Warren Koehn at said Brighthouse Electrical.

He told me that it would cost about \$90.00 to \$100.00 as long as all went well. I got a call the next day with the news that salt water had been leaking from the water pump immediately above the alternator and had frozen all the bolts holding everything together. So it really wouldn't be worth repairing.

"Why not?" I asked. He then informed me that their reconditioned ones were \$200.00! It's not worth it!! You're not kidding! \$200 for a big body! What a deal.

So, to summarize, this is the best place by far that I have found to get your electrical charging system replaced. I know somebody who has just spent \$2,000 on the same thing! I know that's extreme, but you can easily buy new ones for \$600.00 and up.



The Annual New Year's Day Race

Orca, The Killer Whale - A Good Omen For The New Year Mr. Twisty Makes a Rare Appearance

By Lyle McKenzie

Several of our club cruisers and racers made the annual pilgrimage over to Snug Cove on Bowen Island for a New Year's Eve party and New Year's Day race in Howe Sound.

The itinerary over the New Year's weekend was better planned than King Farouk's, the 8-year-old Egyptian boy king, wedding to another royal 8-year-old relative. Rumour had it that they actually both were virgins at the time of their nuptials. That occasion included 1000 vestal virgins, a shipload of Champagne, and the entire Berlin zoo barbecued for the banquet. The dysfunctional worldwide royalty that attended including Britain's Prince Charlie's "Of the Big Ears" grandparents and more Nazis than in an Indiana Jones film. Is it any wonder that a later prince named William, inbred and related, with the same German genes, would decide to attend a costume party dressed as a storm trooper? I digress.

Some of the highlights of our own royal party included Doralee Rake's rented beach-front property, the World Cup skiing stories of Jean-Claude Killy Fred and Nancy Green Bernice Grimann, a pot-luck banquet, enough booze to float Evan Sey's gin palace, free pressurized beer on the dock, a 4-bedroom villa up in the mountain with a beautiful sea view (for some of us), roast lamb, Sunday brunch, and a second wild and crazy party New Year's night. Normal people having a royal time of it, and no armbands, at this party. This was also the first visit in these waters by Mr. Twisty for the past ten years.

Sunday's New Year's Polar Bear 2005 Race was organized by the Bowen Island Yacht Club, with participants from both BIYC and VRC. BIYC, as the official host provided the view, the sunshine, green mountains tipped with snow, fair winds, and the course out to and around Passage Island, Bird Islet, and back to the finish at the entrance to Snug Cove. There were winds gusting to 40 knots prior to the start, 15-20 at

the start, which quieted to 5-6 knots up to and around Passage. The winds calmed to 2-3 knots just before Bird Islet as we awaited the big outflow from Howe Sound. We could see it in the distance moving towards us like a freight train stirring up the waters, and when it hit, the fleet was back in 20-25 knots.

It was an exhilarating finish right up to the cliff wall with the race officials looking down from Miller's Lodge. The flag was located very close to the rocky cliff, which meant we were steaming along on a port tack in 25 knot winds parallel to the finish line. Just past the pin with the cliff staring us in the face, we made a hard right turn just before becoming crash test dummies on the cliff.

Along the way, between Passage and Bird, Lordelpus was treated to an Orca Killer Whale breaching 30 meters off the port bow in the Howe Sound winter wonderland. A West Coast moment and a good omen for The New Year.

Lordelpus also quit the race for 45 minutes while we made a daring rescue at sea. A 35 ft. sailboat was helplessly drifting in the sound with the engine out, frantically calling for help.

The weakened, emancipated man and woman hadn't eaten since lunch, were out of Perrier water, and were down to one bottle of a cheap red wine. They also didn't realize that someone had hidden their main sail

under a sail cover on the boom, and had no instructions on where to locate any of the other sails on the stricken vessel. We towed the landlubbers to the Esso gas dock at The West Vancouver Yacht Club while playing a tape of "The Wreck of the Edmund Fitzgerald." We then rejoined the race knowing that it's always a good feeling when you can help two idiots off of our waters.

The BIYC Annual Polar Bear Race is way too much fun and needs more hearty souls out next year to brave the sunny winter elements in Howe Sound.

At race end we loaded up on refreshments on the dock before staggering up the hill to our New Year's Night Party. Back to back parties on Bowen with a magnificent race in between. Does it get any better than this? Turns out it does! Mr. Twisty was about to come out for New Years.

Mr. Twisty has one good eye and you have to hand it to him. He had a firm grip on the situation while he delighted the party crowd with his Cirque du Soleil imitation.

In Mr. Twisty's words: "Proportions will live in a different, strange dimension: great and small, tragic and ridiculous, the magic of perfection and the charm of imperfection. The mysticism of this showing will transcend through the briefs, its beauty through movement, its craziness through rhythm, its sensuality through touch, its mystery through gazes, its passion through twist dancing".

A great time was had this past New Year's Weekend. More members in the club should consider joining us for these outings. We have over 400 members in the Yachting Section and it's always the same wonderful group that make it to and make up these events. Too much fun. You are missing out!!

Race Results

1 st Place	Voyageur	J105	Robert Wissensz
2 nd Place	Nunnehi	Olsen 911	Bruce Winfield
3 rd Place	Boulevard	J-29	Simon Walmsley
4 th Place	Lordelpus	Benateau 43	Matt Wagstaffe
5 th Place	Phantom	Tartan 10	Andre Wojcieszek
6 th Place	Topless	Catalina 37	Bob Armstrong
7 th Place	Merlin	C&C 99	David Wilson



THE WINTER SAILING charity challenge 2005

proudly sponsored by



Sunday March 6

The winter sailing season is coming to a close and the winds are blowing so register now for the most fun on the water this winter. Be a part of the West Coast's inaugural Winter Sailing Charity Challenge and experience the excitement and fun while raising funds for the North Shore's Lions Gate Hospital Emergency Room Campaign.

WHO: All sailors from all Clubs are invited to participate in this challenge event. There will be divisions for serious racers, casual cruisers, and 'Jack and Jill' racers.

WHAT: A sailing and fund raising challenge regatta

WHEN: Sailors' Social and Skippers' Meeting at VRC Friday, March 4th, 2005 Fabulous day of racing on Sunday March 6th, 2005

Prizes, Awards and Silent Auction at WVYC Friday March 11th, 2005

WHERE: Racing will be in the environs of Point Atkinson & English Bay.

WHY: To raise funds for the Lions Gate Hospital Emergency Room Campaign.

HOW: Pick up registration and pledge forms from:

[West Vancouver Yacht Club](#) or [Vancouver Rowing Club](#)

Proceeds benefiting:



Presented by:



LITTLE TALL SHIP'S RACE 2005

April 2&3

The 4th Annual "Little Tall Ship's Race" will take place on the 2nd & 3rd APRIL 2005, (the weekend AFTER Southern Straits Race) and will be open to all traditional type long keeled sailboats with more than one mast (some exceptions may be considered, so call anyway). This is a fun race that will be held in the southern Georgia Strait and will NOT be an uphill event!! We will endeavor to end up in Silva Bay, but it will all depend on the wind direction. We will assemble at QA buoy at 11 AM and put a finger up in the air, see which way the wind is coming from, and GO THE OTHER WAY!

PHRF handicaps are acceptable, but in the event that a boat does not have one, we will assign one to you. We will race on a reach or downwind course to arrive at a destination for a raft up and potluck celebrations, or in Silva Bay assemble on the docks. In the event that we are unable to race over there, we will race back, with or without hangovers! For further information, please contact EVAN SEYS at the Vancouver Rowing Club, Evan_Seys@Telus.net or telephone 604-688-0276.

Yachting Trivia Night Friday Feb. 11, 7pm Main Hall

Definition of Crew:

Heavy stationary objects used on ships to hold down charts, to anchor cushions in place and to dampen sudden movements of the Boom on sailing vessels with their heads.

Hosted by Mark "who is that Bozo?" Evans
Some snacks provided

Sponsored by
Quantum Sails

POLAR BEAR SERIES
2004/2005
Series Opener October 3rd

For Details www.vancouverrowingclub.com
Sf's and entry form will be available on our website and in the office soon!



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	2-8 pm	Trophy Lounge

COMING EVENTS

CLUB

Feb. 1 Just Singing Around
 Feb. 16 VRC-RCS Info Meeting
 Feb. 24 Annual General Meeting
 Mar. 1 Just Singing Around
 Mar. 25-28 Easter Closures

FIELD HOCKEY

Feb. 19 Dance
 March 19 Trivia Night

YACHTING

Feb. 6 Polar Bear Race
 Feb. 11 Trivia Night
 Feb. 20 Polar Bear Race
 Mar. 4 WSCC Skippers Meeting & Social
 Mar. 6 Winter Sailing Charity Challenge
 Mar. 12/13 Yachting Safety Inspections
 Mar. 19/20 Yachting Safety Inspections
 Apr. 15 Boaters/Pub Night
 Apr. 17 Suntan Series Opener
 May 7 Sailpast

RUGBY

Feb 5 Home Games & Dance
 Mar. 5 Captain's Dinner
 Mar. 12 Home Games
 Mar. 26 Home Games
 Apr. 2 Home Games

ROWING

2005 February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Just Singin Around	2 Rowing Executive Meeting	3	4	5 Rugby Dance & Home Games
6 Yachting Polar Bear Race	7 VRC Directors Meeting	8	9	10	11 Yachting Trivia Night	12 Rugby Home Games
13	14	15	16 VRC-RCS Information Meeting	17 Field Hockey Executive Meeting	18	19 Field Hockey Dance/ Rugby Home Games
20 Yachting Polar Bear Race	21 Yachting Executive Meeting	22	23	24 VRC Annual General Meeting	25	26 Night Shift Dance
27	28					

2005 March

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Just Singin Round	2 Rowing Executive Meeting	3	4 Winter Sailing Charity Challenge Skippers' Meeting	5 Rugby Captain's Dinner
6 Winter Sailing Charity Challenge	7	8	9	10	11	12 Rugby Home Games/Yachting Safety Inspections
13 Yachting Safety Inspections	14 Board of Directors Meeting	15	16	17 Field Hockey Executive Meeting	18	19 Field Hockey Trivia Night/ Safety Inspections
20 Yachting Safety Inspections	21 Yachting Executive Meeting	22	23	24	25 Good Friday - Office Closed	26 Rugby Home Games
27 Easter - Office & Bar Closed	28 Easter Monday Office & Bar Closed	29	30	31		