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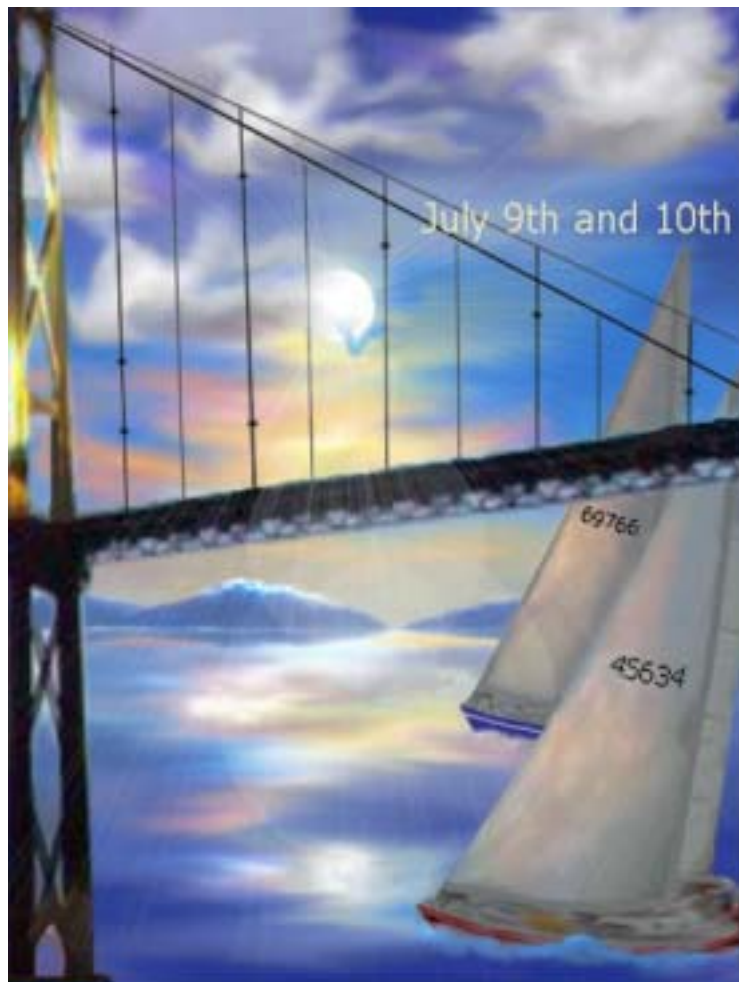
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July 9th and 10th

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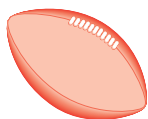
# VRC Yachting Summer Regatta July 8, 9 & 10

*the Vancouver Rowing Club presents*



## THE SUMMER REGATTA 2005

*for details visit [www.vancouverrowingclub.ca](http://www.vancouverrowingclub.ca) go to yachting*



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Rowing



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## Learn.To.Row

The summer Learn.To.Row program at VRC is in full-swing, and it promises to be another record breaking year, introducing over 125 community members to the sport of rowing this summer! Thanks to the success of Learn.To.Row, we’ve been able to purchase another Racing VIII for the Novice and Masters group - a second- hand Pocock VIII, the Rosalie (on its way from Oakland, CA), which is a great step forward in the plan to bring the cumulative age of our fleet up 10 years!

If your company is looking for a unique team-building experience, refer them to the corporate Learn.To.Row program. We can customize any program from one day to 6 weeks for groups as small as four or as large as 75! Call the rowing office at 604-647-3414 for further details. Don’t forget that members from the Yachting, Rugby, Field Hockey and Social sections are entitled to a \$25 discount on Learn.To.Row programs. Take a break from your usual sport, and get up close and personal with Coal Harbour this summer. Hope to see you out there!

### The ROAR

Monthly newsletter of the  
**Vancouver Rowing Club**

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# General Managers Message

Thank you to all who have welcomed me back to the Club. I'm looking forward to the challenge of managing one of Vancouver's heritage treasures with a location and spirit with national and international recognition. I look forward to working closely with all the sections and will entertain an "open door policy" to questions and suggestions with regard to operations and policies.

The 100<sup>th</sup> Anniversary welcome was a huge success with Meredith Elliott initiating the event with 100 plus members and guests enjoying the complimentary food & beverages provided by Russell Brewery, Frebye Sausages, Butler Did It Caterers and the Sunny evening with a full moon to boot.

A number of initial items:

## New Carpet:

With the generous donation from the House committee, Robin Wilding, a new carpet was installed for the board room, office and stairwell

## Personnel Changes:

Chris Wade has resigned his position as Building Maintenance to move on to a construction renovation company, I would like to thank Chris for his efforts and wish him success in his new venture.

A new Reception person and Maintenance persons are to be hired.

## Overflow Parking

Parking again has been arranged at the Bayshore which has new management, Blue Tree Management Inc. The procedures are the same as last year with the display of your moorage pass.

Again, thank you for the warm welcome and I look forward to a great season!

Yours Sincerely

Keith P Jolly

General Manager

Tel: 604-687-3400

E Mail: [manager@vancouverrowingclub.ca](mailto:manager@vancouverrowingclub.ca)

Web site: [www.vancouverrowingclub.ca](http://www.vancouverrowingclub.ca)

## Keith P. Jolly Appointed General Manager

The Executive Committee of Vancouver Rowing Club is pleased to announce that Keith P. Jolly has accepted the position of General Manager. Please join the Board of Directors in welcoming him as he acquaints himself with VRC, the members and staff.

Mr. Jolly brings to the club a wealth of experience in Recreation, Resort and Leisure Management in both the private and public sectors. He has held positions with Jericho Tennis Club, Delta Hotels & Resorts, and as a consultant to the Better Business Bureau Mainland and to a variety of hospitality, corporate and recreation clients with Maneuver Services & Events Inc.

His degree in Recreation Management from Loughborough University in his native England and his own experience as a member of the VRC Rugby Section from 1982-1995 will serve him well in working with the four athletic sections of the Rowing Club.

Mr. Jolly takes over from Kerry Kerr, who ended his decade-long association with the club in April.



Race series tickets are \$35 which include one dinner/dance ticket and two drink tickets in the skippers packages. Extra dinner/dance tickets can be purchased at the main office for \$10. The first 25 registered yachts will receive an extra treat in their skipper package. We are planning four divisions: long race, short course, Ken and Barbie and single handed. For more information on the event please visit, <http://www.vancouverrowingclub.ca/> If you are not going to be in your slip from the 8th to the 10th late pm., please let the office know.

Thank you, Mark Evans, Racing Officer

## Schedule of Events

### Vancouver Rowing Club Summer Regatta

## July 8, 9 & 10<sup>th</sup>

### Friday, July 8<sup>th</sup>, 2005

1800 – 2100, Skippers meeting, meet n' greet, appetizers and weather briefing

### Saturday, July 9<sup>th</sup>, 2005

0800 – 0930, complimentary breakfast

10:55 Division 1 Starts

11:00 Division 2 Starts

11:05 Division 3 Starts

11:10 Division 4 Starts

Finishing time cut off - 1700

18:30 Dinner

2000 – 2400 Dance

### Sunday, July 10<sup>th</sup>

0800 – 0930 complimentary breakfast

10:55 Division 1 Starts

11:00 Division 2 Starts

11:05 Division 3 Starts

11:10 Division 4 Starts

Finishing time cut off – 1500

16:30 Award announcements

17:00 – Burn your own BBQ

FREE Moorage may be available to registered competitors.  
Contact VRC office to confirm a spot.



# The Jokers

## THE SHORT CORNER

Another VIT has come and gone. The beer garden once again was kept going by the ever faithful Jokers.. Many thanks to those Jokers teams who put everything up and took everything down (especially that tent or should I say tents) and the volunteers who poured a mean brew...special mention goes to the burger flipping rugby guy.

Liz VanWarmerdam's record of 5 bacon n' egggers was broken by herself and brings the world record up to 8.. well done Liz.....

This year saw the first time a mixed social division was entered in the tournament. The Jokers kept with tradition and showed the other teams the proper way to play this unique style of hockey. We did not come in first second or third which would have meant we were playing far too seriously .. therefore a comfortable fourth was given..Davis almost scored a goal with his new stick and Phil Cross demonstrated how to play mixed hockey after numerous beverages and ankle socks. Roydhouse's half time talks were inspirational and not listened to.

Both Joker women's teams found it fit to play each other in the finals of the competitive two division. With a respectable score of 1-0 going to the Jokers. The social women's team got too exhausted from the early morning games and travelling from one field to the other which resulted in barely missing out in the playoffs. Terri La played her swan song game with the Jokers before heading down under. The women's competitive one division camped out at the UBC fields and brought home fourth.

Many thanks to all who took on the responsibility of organizing the teams.. Our own Norma Bonnell had the grand task of umpiring co-ordinator and managed to get at least 5 minutes of quiet time during dinner. Goal keeper Amanda Stone of the premier team received her first cap for Canada playing in net against a Visiting National Australian team.

## Jokers Orange League & Playoff Champions



## 2004/5 league results

### WOMEN

Jokers Orange - Division 1 League and Playoff Champions  
Jokers Blue II - Division 2 League and Playoff Runner's Up  
Jokers III - Division 3 League and Playoff Runner's Up

### MEN

Jokers Premier - Premier League Runner's Up, Newcastle Shield Runner's Up, and Premier Playoff Champions





# Jennifer Pearson Lifetime Achievement Award Goes to Tim King

## Provided by Stuart Wilson:

Tim King - hockey player and musician extraordinaire, and great human being. Jokers Internationals 1973 (SE Asia), 1975-76 (Caribbean & Central America), 1977 (the legendary first Bermuda experience - MVP of the tournament and Air Canada award winner, the instigator of the first ever Jokers diary and point scoring system, and host of Cupid's Gymnasium), 1979 (Ireland - hockey, golf, pubs, clubs and music - Guinness, Smithwicks, loose chippings, white woolies, snakes - and more Guinness and Smithwicks).

### Co-host of the E&C

One of the early unofficial Jokers clubhouses & scene of many legendary parties. Golden Oldies festivals 1985 in Victoria - master of ceremonies for the best ever Jokers Ballet tour de force performance at the Empress Ballroom. 2001 in Vancouver - coach and inspiration for the Late Bloomers- gin teas, great uniforms and so much laughter.

Song writer of the Jokers Lament, with no apologies to Tom Jones - original plus repeated revisions. One of his many notable lines from it "on the field, off the field, I was never outscored"

Master of Ceremonies to countless Jokers events  
Chairman, MC and driving force behind the 2004 Quad-dix

## Provided by Peter Buckland:

My memory seems to be fading fast, but I am fairly sure of the following:

Tim played for BC in 1970. He played on the winning Jokers teams of 1970/71, 1972/73 and 1974/75, and ones that didn't

win (quite) between, possibly before, and no doubt after. When I say "win" I mean being top of what is now pompously called the Premier Division. In those days it was the First Division. "Premier" means "First".

He was on the Jokers International 1973 tour to Asia, being the first team ever to (almost) play in Taiwan. He took a young lady from Vancouver with him on that tour. Talk about coals to Newcastle ...

He was on the 1975/76 tour of the Caribbean and South America, being the first team to play in Cuba (Havana good time) and Bogota, Colombia.

Tim was a brilliant right wing, and, using the old-fashioned meaning of the word, would streak past his opponents. He also streaked in a more modern sense, posing for a Canadian team photo with his pants down.

## Provided by Christine Byrne:

- Coached 4th div women's hockey in the mid 80's
- Coached 2nd & 3rd women's hockey last season
- Entertained with his dry wit at many Christmas dinner/dances
- Very comfortable in a tutu
- Regaled us with his keyboarding abilities and lead the carol singing at the annual "Carols at the Kings"
- Creative concepts at the "Bare as you Dare"
- best one when he had the butt cut out of his jeans!
- His best achievement ever though was the spawning of the lovely Joel King

## Provided by Victor Warren:

Most of what I could give you, I really couldn't!! I was manager of the Canadian team when King Timothy played for Canada. The yellow card he got in Montreal versus GB in 1975 got him wide spread publicity ~ just ask Tim or Alan Hobkirk [or me] for details. In NZ in '74 or '75, he must surely be the luckiest guy ever, without even trying I might add, this relates to a situation which presented itself rather suddenly and Tim rose up to the occasion in dramatic fashion ~ ask him! He played well on the field too. Then again, in Montreal 1975 he gave us a behind

the scenes look into the world of hockey most had never seen before! Tim has been a credit to the club since he came on the scene so many years ago. Cheers, Lord Tachbrook.

## Provided by Steve Rodrigues:

One of the first Joker events I attended was the Jokers 7-a-side International tournament, held at Winona. My team and I arrived, and parked near the top field. As we walked down to the bottom field, I distinctly noticed a tall fellow in Indian National team colors. Here was a slightly brown chap in the light blue shirt, white shorts, no socks and no shoes!! I thought to myself ~ who the heck is this Joker ~ I don't recall ever meeting anyone before who resembled this guy.

As I got up closer, I made him out to be Tim King ~ head to toe in body paint with some sort of black gel in his hair. He had masterfully pulled off looking like a true east Indian, and then proceeded to play like such, showing us all his skills on the field.

After the games, we proceeded back to the VRC Trophy room for food and drinks and more live entertainment. Tim, now washed up and looking quite dapper, sat down at the piano and proceeded to show us all his skills off the field too. The entire event was brilliant and had a real factor in my decision to join the Jokers ~ and my desire to try to be like the amazing Tim King.



*Tim King receives Jennifer Pearson Lifetime Achievement award.*



By Peter Lagergren

# The Duck Quacks Back

Ordinarily I wouldn't respond to a newsletter article for any reason - time and impact being the two top reasons, but the articles in the May ROAR by Lyle McKenzie about Goose n' Duck raised enough questions for me to compel myself beyond inertia. The implications raised in "The Calm and the Storm" are a little bit disingenuous and I think I need to provide some clarification for those of you interested in racing.

The idea that racing in a hard blow relates to "survival" because Goose n' Duck is "optimized for light air" just doesn't mean anything. "Light air" in this case seems to be a euphemism for "light displacement" with the implication that light displacement means lightly built and therefore somewhat less than seaworthy. Ain't so.

Heavy air breaks boats when the loads are higher than the pieces can stand and they give up with a bang. Light displacement boats have an inherent advantage in that they don't build up loads nearly as fast or as high as heavier boats. They just go faster and the loads go down. There are lots of light displacement boats that go really, really fast in blows a lot harder than that in the Straits race. I can tell you that if I had my choice of being in a light sled or a lead mine, I'll take the sled any day. They are a lot safer and a lot more fun.

Why the carnage on the Duck and all the other boats in the Straits? Simple. Vancouverites don't sail in heavy air.

The pieces that broke were those that would have been maintained, i.e. replaced, on a regular basis if the local winds were something other than the normal drifters of English Bay. No one really has to worry about breakage when the local idea of a hard blow is 20 knots, which is pretty much just another fresh breeze in San Francisco Bay. The solution is pretty simple - change the bits and pieces as they wear and the boat won't break.

The other side of the coin is how many racers here go out into the Straits to practice heavy air sailing when there are storm warnings? I know Tim Coughlin did in *Makai*

after his experience in the Straits on the Duck. He suddenly found out that not only could he and the boat both do it, it was also a lot of fun. Bet you he whacks everybody the next time he races in a blow, too, because that sort of stuff is now de-mystified for him.

Light displacement VRC boats also did very well in this last Swiftsure, which was another blow-out. All the VRC light displacement boats finished and did well. Joe da Pointe won class 6 and his Division in his Dash 34, *Road Runner*, Gunnar Jonsson was 10<sup>th</sup> in his Division in his SR33 *Havoc* and Julie Kadar's *Goose n' Duck* was 5<sup>th</sup> in its Division.

On the other side of the coin, the heavier boats had a rougher time of it. Want to take 48 hours to do a race? Or retire before you even get to the weather mark? A third of the fleet in this year's Swiftsure retired, but none of the VRC light displacement boats did.

So what was the point of the "The Calm and the Storm?" Was it really sour grapes about a small boat being sailed by a bunch of young upstarts, who are mostly, God forbid, women? I've spent untold hours and about 10,000 miles racing in ORC Category II ocean races and when I wrote *The Duck Chronicles* I did it because I saw some very fine young people doing some very brave things. Are they gutsy? You bet. Did I think that the right decisions were being made? Of course I did. Think I don't know the difference between being smart and foolish in a boat? As the resident expert geezer on board I know that Julie Kadar made all the right decisions when she had to.

I think it is insulting to have bar-room racers question the crew of the Duck for either their guts or their judgment. This is a Corinthian sport where we should single out and revere the exceptional. Doing the exact antithesis of that in a public forum is unfounded and disgraceful.

The other tooth grinding I am having is over the "What the Goose n' Duck is Going On" article. The results of the mentioned protest hearing are pretty plain to see - going from first to 5<sup>th</sup> in the protest room isn't

particularly pleasant. I'm speaking from experience here, as I was involved in a similar contretemps with *Aorangi* while sailing on *Legend* and got to sit through two protest hearings on the same issue, once to get thrown out, quite incorrectly, and once again after the appeal was upheld and we prevailed. What a glorious waste of everyone's time.

I think that normally there is something charming about the racing at the Rowing Club. It is very low key most of the time, and everyone can go out on the water and flog their boats and wrangle the opposition. The soup afterwards is pretty cool too.

However, in the grand scheme of things, it isn't really racing. Real racing involves a whole lot of things that would be taken as dastardly deeds in the VRC venue. America's Cup boats tack within feet of each other and no one flies a flag, because no rules have been broken by doing that, yet that's the fastest way to end up in the protest room at VRC and getting yourself pitched out of a series. It isn't that the rules have been broken; it's that there seems to be a pervasive misunderstanding of the purpose of the rules at VRC.

The Racing Rules of Sailing are not designed to be used as weapons and they sure aren't intended to protect the dignity of the participants. Rather, they are designed to provide a sporting framework that keeps the competition fair and prevents collisions at sea. The rules are very specific and quite precise. Every word in the rule book has a specific meaning and the totality of the rules provides a very clear framework for how we should compete with each other. There's a bit of a trap here - if you don't understand the rules completely don't act on them, because you are probably going to be fouling someone when you do.

That in itself isn't necessarily bad, it happens all the time. In national and international competition, competitors use the Racing Rules to their advantage when they can, and sometimes when they can't, because that is the difference between placing well and being an also-ran. If you are competing at that level, you know the rules inside out and take every advantage that they offer,



which requires a lot of study on and off the water. It is also completely inappropriate when racing for \$2 trophies in cruising boats with amateur crews. Do that and it just isn't fun anymore.

The idea that some of you are walking around with red flags in your pockets ready to be thrown at the first hint of an approach to a foul during a race strikes me as being ludicrous. Fouls in a venue where there usually isn't even a square weather leg? You've got to be kidding. In the simplistic case of port/starboard situations what do you do? At what point has a foul occurred? How do you know?

In a racing venue, the way it is determined is by having on-the-water judges. Red flag goes up on a competitor and the judges make a snap decision and fly the red or green flag and the racing goes on with or without the "Tim Horton" as decided by the zebra's, right on the spot. In the case of the VRC racing program, that sort of decision has been transported to the protest room. That means it is usually a swearing contest of "I did not" versus "You did too." How does a protest committee decide that?

I've got news for you, they are probably dead wrong no matter which party is decided to have been at fault. If you weren't there following around in the Zodiac, you as a protest committee member have absolutely no way to know what really occurred. You are, in fact, running a beauty contest.

The primary function of a protest committee member should be to figure out how to throw out all protests that don't involve collisions. Why? Simply because you won't ever know whether you were right, or not, when you made your decision. People see things from so many different vantage points and with such imperfect recall that testimony is sometimes an incredible exercise in virtual reality. Oh, and I forgot to mention, sometimes people just flat lie too.

Does a protest committee have to decide something if there wasn't a collision? Ofcourse not. If there isn't credible third party evidence, which I think means ESPN coverage from a helicopter, the committee should do nothing. Far better to say "We can't decide, so we disallow" than to think

you have to make a decision, any decision, because it will probably be wrong.

Which leads me to the point of this polemic. Given the really nice parts of racing at VRC, why screw them up trying to make the venue something it isn't? If you foul on the water, do your turns. If you don't think you did, prepare to suffer the consequences.

Except I don't think the consequences should be the protest room. Why not put away the red flags and the forms and replace the protest hearing with an arbitrator? The boat that did wrong has to buy the beer for the other guys and nobody has to go through the time and insult of a protest hearing and the arbitrator can educate the guilty as to how they have violated the law and how not to do

that again.

The whole point of recreational racing is to whale away at the dastardly opposition, fighting tooth and nail for every boat length. Then you go back to the bar and regale your dastardly opposition with how much fun you had getting whacked, or whacking them. Bar racing is an art form and provides a wonderful way to learn some things from your erstwhile enemies, who are, after all, your friends.

Share the experience and help each other go faster because there ain't no glory in beating someone who can't beat you.

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By Lyle McKenzie

# First Race: We Made Everybody Else Look Good!

And The Lord said "Come Forth" and behold we came 10<sup>th</sup> and lost the race.

*Shabria*, a 30 ft. Windward 928 built by Warren Hale in 1980, ventured out to play with the big boys in her first race dressed up in her new colors, after a 5-year absence in a boat orphanage.

I can report that we finished the race. Matt and Sabrina taught me that, no matter how hopeless the situation, you always keep racing. You never know when the Wind God gives you a lift before anybody else, or the fleet in front of you stalls because the WG decides it's lunchtime and abandons the game.

During the June 12 Sun Tan Series race, the Wind God was out all day except for a brief Starbuck's break on the windward leg near Point Grey Bell Buoy. He really enjoyed himself that day. He gave us plenty of wind to play with and then was downright hysterical at our performance. In fact, he laughed his ass off. We finished dead last, but before closing time.

We were registered in Div 2 with *Palindrome* and Steve & Ruth kicked our butts. On corrected time, he beat us by 31 minutes. We have a strategy to make sure this never happens to us again. We will enter in Div 1B in future, and there is no way that Steve can beat us like that again. Unless of course, *Palindrome* also registers in Div 1B.

In Div 1B, as a comparison on corrected, the winner, *Argosy* beat us by 43 minutes, *Maki* by 39, *Calito's Way* by 36 minutes, *Pretender* by 6 minutes, and *Tenacity* by 5 minutes. If, when we came up to Point Grey Bell Buoy and put up our chute on a wind shift, we had hoisted a spinnaker instead of fumbling for 10 minutes or so with the queen size bed sheet and assorted laundry that came out of the bag/sock, we might have done better.

Boy, there is a lotta "IFS" in this race business!

I have a wonderful partner who is a good sailor and every man's dream. A woman, who is also very handy around boats

& equipment, and has the energy of Wonder Woman. She's busy refurbishing the boat, and I am busy sewing her a blue/red outfit with a cape and red rubber boots. I recently became a partner in Susan Beech's (formally Susan Jamieson. She recently got married underwater in Costa Rica in a scuba diving outfit.) boat *Shabria*. We have the goal of someday, at least being in the middle of the fleet, but we know we have a lot of work to do, both on and off the water.

## Race two strategy:

1. Remove the sock that is entangled like a fishing net in the spinnaker and buy a proper spinnaker bag and start hoisting from the bag. Hoist the spinnaker before dropping the genoa. *Practice, practice, practice*. At the moment, we are at a big disadvantage until we learn to handle the spinny properly in the middle of the night without lights. (Genuine spinnaker bag now purchased.)
2. Come up with a game plan at least 15 minutes before rounding each mark. Watch other boats ahead of us with the binos. What sail goes up, what sail goes down, jibe or tack, assign task to each crewmember. Do not laugh at other boat's misfortune when they hourglass the spinnaker. Sorry Fred & Bernice, that was a nervous laugh. We screwed up much worse than you ever could. You dialed us in after that and cleaned our clock both on actual and corrected time.
3. We need 4 to race the boat. The Anderson winches are so good we don't need tailing. One helmsman, two others in the cockpit and one doing double duty at the mast and bow. We can save weight by going with 4-crew only.
4. Our tacks are pretty good and we are not losing time here.
5. Follow the leader. The right decision 90% of the

time is to head to the beach. We didn't get in close enough in the early goings on South Beach.

6. Our start strategy is the right one. Keep working on this.
7. Our biggest problem is boat speed. Even though we had a pretty good start, *Argosy*, *Makai*, and *Calito's Way* walked away from us like we were driving a 2CV Citroen and *Tenacity* did the same on the backstretch. We have the old sails that came with the boat in 1980 and until we can afford to replace them we need to figure out a way to get boat speed. The nuclear generated water thruster that we installed under the boat when we had it out of the water cannot be used as the U.S. State Department is focusing on Canada as well as Iran when looking for humans that glow in the dark. Perhaps we should talk to Denny at North Sails and Edward Scissors-Hand at Quantum Sails to see what we can do until new sails. We could sail a little more off the wind to get more boat speed but the tradeoff is you still need to get to where you are going. In other words, we may still want to point as high as we can to shorten the distance. Anybody got any serious cash for new, high tech sails?
8. Register in Div 1B.
9. After losing a few races under the name *Shabria*, rename the boat *Midnight Blues* and destroy any evidence of there ever having been a boat named *Shabria*.
10. Go the Chinese temple and light joss sticks for luck.

Oh my goodness! Race day is almost here again. My oh My. What's going to happen?

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# Montague Mayhem - “Keys” to Success

This year’s Montague Harbour Lamb Bake turned out to be quite an event. It started out like clockwork. Both Ruth and I got off work early and headed for Silva Bay. We had a rather pleasant sail if you didn’t mind torrential rains, thunderstorms and squalls. It was good exercise though, reef, furl, unfurl, furl then unfurl.

Just as I was shaking out the last reef in an attempt to blow past the Beneteau 50 that had slowly caught up in one of the squalls, someone must have killed the wind switch (luckily for the Beneteau) and we motored into Silva Bay for the night. *Palindrome* had to back into the last spot on the dock to get out in the morning, which is tricky considering she has a full keel and outboard rudder. “Pal” must have provided an interesting interlude for two of the very large powerboats tied up to the VRC dock. We circled around trying to line up the dock, the wind and cross current so that we could stop parallel to the dock and step off, rather than our usual leap and splash routine. They must have been extremely impressed with our seamanship, as none of their large crew put down their drinks and offered a hand, but instead, just stood and stared.

The next morning *Pal* zipped through Gabriola Pass and bucked the tide and wind to Montague Harbour. We found a nice new mooring can next to *Muggins* and *Swanisit*, hooked it on the first pass and tied on mooring bridles. Jack and Maxine Cooper on *Swanisit*, hailed us and asked us to join them for a drink. Jack’s voice must have been louder than intended because, by the time we got into our dinghy, *Swanisit* was attracting sailors like bees to honey. After a few glasses of wine we bid good night to the 40 or so people still on Jack’s boat.

Dave Dorman had offered to take a few people over to Ganges the next morning on *Cardena*. Ruth decided to go. I thought it would provide me with a good excuse for a nap after lounging about and reading. I eventually retired for a siesta and in the middle of a great dream was awakened by a rather loud scream and crash. What the hell!!!! I threw my clothes on and went up on

deck. As my eyes adjusted to the light, I could see that *Cardena* was backing off my bowsprit - huh???

Dave rather sheepishly said, “I was trying to drop Ruth off and the wind caught me and I hit your boat. Did I do any damage?” I leaned over the bowsprit. “I see some paint flakes and wood chips, but they aren’t mine”. Glancing back at Dave’s boat I could see that my bowsprit had punched a six inch hole through his bulwarks shattering the planking for 5 feet on either side, knocking off the railing and breaking the teak rail cap. Ouch, we didn’t even have a scratch.

Later that afternoon, the wind started to pick up and then some; by eight at night it was gusting 30 plus. A small powerboat in front of us dragged its hook and was heading rapidly for the front of our bowsprit. It was getting a workout this weekend! The gent at the bow was yelling for the confused lady in the back to give it some gas. He probably should have explained about putting the engine in gear first.

As his engine started to scream, so did he, something that sounded like, “put the \*^&%ing transmission in gear!” He should have also explained that to do so, one has to be at idle not 5,000 rpm. I assume his wife will make him sell the boat soon so he won’t have to worry about transmission damage.

The wind seemed to be getting stronger and Ruth said, “It looks like *Swanisit* is dragging”. I said, “Doubt it, they’re tied to a mooring can”. She says, “I think they are”. I said, “They’re probably just sailing on the can”. Ruth says, “Look for yourself, I’m telling you, they’re dragging”. I look in *Swanisit*’s direction and see it moving backwards through the anchorage at 5 knots, dragging the mooring can. Holy \$#@& !!! I blast my airhorn a few times and realize they are not on board. The guy behind *Swanisit* is getting set to repel all boarders with fenders, boat hooks and his wife. I hop into our dinghy - which starts on one pull for the first time ever - and head for *Swanisit*.

I climb aboard and realize I don’t know the first thing about their boat. I do however, know how to drop an anchor. After undoing

the 3 lashings, 2 safety clips and the spider’s web holding the anchor on deck, (the spider looked really pissed) I give the chain a quick flip out of the gypsy and let the anchor fly. Now we are so close to the other boat, oops, no room to set the hook, but it is slowing things down a bit. I run to the cockpit and see the key in the ignition, YEE HAW !!! Crank away, sputter, cough, nothing, great. One more try, crank, crank, crank, sputter, cough, VVRRRRROOMMM she fires up. Now my only problem is getting it in gear - maybe the lady on the powerboat could help. I find the transmission knob and motor against the wind. Glancing over my shoulder, I see two large sets of eyes, from the boat *Swanisit* just avoided hitting. Leaning out the cockpit I yell, “Don’t worry, I do know how to drive my boat, the only problem is that it’s not my boat!” For the next while, I motor up on the anchor and let it drift back. The folks behind now look like a bumper car with all the fenders they are putting out. For some reason they must doubt my skill. I play this game for about 10 minutes, scaring them a little more each time – hey, this is fun – interrupted when Dave Dorman arrives after fetching Jack and Maxine.

Lots of people in the anchorage had a bad night. *Muggins* came loose and narrowly missed going up on the rocks. I’m still having nightmares of Rolly on deck in nothing but his runners and underwear, soaking wet. Luckily he too had his key in the ignition – take a lesson from this.

The next day we found out that Doralee had a run in with *Little Voice*’s lazarette. She pulled up the lid, leaned down into it to grab ropes, and asked Dick to hold the lid for her. Apparently he got confused (or not), looked away, and let the lid drop down – right on to Doralee’s head. Ouch! I think he was thinking about life insurance rather than Doralee, but that’s another story. Turns out she had a slight concussion and was hearing “Little Voices” all weekend. Needless to say she did a great job with the Lamb Bake - it was a great success with over 120 tickets sold.

Steve Creagh



## CLUBHOUSE HOURS

### OFFICE

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

### LOUNGE HOURS

**CARVER ROOM (LOWER LEVEL)**

**TROPHY LOUNGE (STREET LEVEL)**

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

## COMING EVENTS

### CLUB

July 1 Canada Day BBQ & Party  
 July 5 Just Singin Round  
 July 7 Champagne & Caviar Tasting  
 July 8 Summer Sunset Series: Coco Love Alcom  
 July 15 Summer Sunset Series: Russell Marsland & Suzanne Gitzi  
 July 22 Summer Sunset Series: Coco Love Alcom  
 July 29 Summer Sunset Series: TBA  
 Aug. 2 Just Singin Round  
 Aug. 13 Intersection Regatta  
 Aug. 25 Australian Wine Tasting

### FIELD HOCKEY

July 17 International Tournament  
 Aug. 3 Social  
 Aug. 13 Intersection Regatta

### YACHTING

July 8-10 Regatta  
 July 17th Sun Tan Race  
 Aug. 13 Intersection Regatta  
 Aug. 19 Dock Party

### RUGBY

Aug. 13 Intersection Regatta

### ROWING

Aug. 13 Intersection Regatta

# 2005 July

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Canada Day BBQ & Party	2
3	4	5 Just Singin Around	6 Rowing Executive Meeting	7 Champagne & Caviar Tasting	8 Summer Sunset Series/ Yachting Regatta	9 Yachting Regatta
10 Yachting Regatta	11 VRC Board Meeting	12 Field Hockey Executive Meeting	13	14	15 Summer Sunset Series	16
17 Field Hockey International Tournament	18 Yachting Executive Meeting	19	20	21	22 Summer Sunset Series	23
24 31	25	26	27	28	29 Summer Sunset Series	30

# 2005 August

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 Just Singin Around	3 Rowing Executive Meeting/ Field Hockey Social	4	5	6
7	8 VRC Board Meeting	9 Field Hockey & Rugby Executive Meetings	10	11	12	13
14	15 Yachting Executive Meeting	16	17	18	19 Yachting Dock Party	20
21	22	23	24	25 Australian Wine Tasting	26	27
28	29	30	31			