

The

RAR



Volume 31 No. 1

January 2006

Happy New Year to All!



*Santa joins the
Polar Bear Race
Dec. 18th*



*Havoc, Midnight
Blues, and the very
aft end of Smaug,
with everyone
dressed as Santa!*



Rugby



Rowing
Page 4



VRC
Page
2



Field
Hockey



Yachting
Page 6



Entertaining? Need a little more space?

Why not rent a room at VRC? What better way to show off your club to friends, family and colleges. Whether for a birthday, anniversary, family get together or any other special occasions we can help take the stress out of planning your party.

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For available dates and bookings, please call Dan @ 604 687- 3400

Room rentals are available to VRC members at a discounted rate!

General Manager's Message

Happy New Year to one and all. I'm looking forward to a great 2006 with lot's of new changes to take place to bring the Club forward as Vancouver's Premier Athletic Club.

Club Information

Mast Room

Attention all Members the Mast room is to go through a refurbishing and will require the removal of all masts and equipment. The deadline is January 31st 2006, wheupon left items will be removed.

Ladies Washroom/ Showers

The next project for the house committee is the refurbishment of the Ladies downstairs Changing Room and Showers. Work will start early in the New Year

Parking

Parking permits are available on a month to month from January 1st, 2006 to March 31, 2006 at a cost of \$15.00 per pass/per month. Contact Central Parking at 604-6634 1140 West Pender St. Annual passes are also available

Please don't hesitate to contact me any concerns and comments.

All the very best for the New Year!

Keith P Jolly
General Manager
manager@vancouverrowingclub.ca
Web site www.vancouverrowingclub.ca

*Happy New Year
from VRC Staff*

Vancouver Rowing Club's
20th Annual

Robbie Burns Dinner

Saturday January 21, 2006

At the Club House in Stanley Park

Highland Dress or Black Tie

Tickets \$60 per person or \$600 per Table

Contact the club @ 604-687-3400

The ROAR

Monthly newsletter of the
Vancouver Rowing Club

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New Rowing Executive

By Dimas Craveiro

The Rowing Annual General Meeting on November 16 saw a number of new people elected to the executive and a number of hold-overs to maintain continuity. Andrew Lane remained as Captain to serve a second term with Chris McPherson newly elected to the role of Vice-Captain. The former Vice-Captain, Rob Aguayo found a new role wearing two hats as Rowing BC Representative and Volunteer Coordinator. Other members retaining their positions included Rand Chatterjee as Treasurer, Daren Toppin as Secretary/VRC Board Representative, Corree Laule as Social Coordinator and Lori Benning as Membership Representative.

Besides Chris, newcomers included Sue Low in the position of Regatta Coordinator, Kenzie Andrews as Equipment Manager, Carolyn Thompson as Safety Officer and Dimas Craveiro as Publicity Officer/Fundraising Officer. Our Rowing Coordinator and staffperson, Jenn Wiederick, joins the executive again in an advisory capacity.

It was noteworthy that two positions were eliminated from the executive committee at the AGM, the Collegiate Representative and the Affiliates Representative. These positions had not been filled for approximately 15 years and were vestiges of a different time. The position of Regatta Coordinator was made officially part of the executive to reflect on-going practice for many years.

The duties and accompanying names of the executive committee are listed on the rowing portion of the club website at vancouverrowingclub.ca. Members wishing to contact any or all members of the executive may do so by visiting the site. In the near future, members will also have the capacity to view executive minutes, policies and section constitution on our website. The intent is to provide readily available information and to inject a transparency to the dealings of the section. Members are encouraged to acquaint themselves with the information and provide feedback to the executive.

"From the Archives" front page, The ROAR December 1976

Finance Committee Report

Paul Winstanley, Field Hockey, takes over as Club Treasurer from **Ernie Karjala**, Rowing and Yachting, as of January 1, 1977.

Phil Webber will be Finance Chairman taking over from **Alan Willox** who will restrict his club finance activities to co-ordinating the sections into the overall new financial structure of the club. The Finance Report brought down early in 1976 recommended realignment back to a central control of all section funds where all sections would operate on an imprest system from the club.

The Report also recommended a single dues structure for all sections with the sections setting their own assessment to cover their imprest funds. This is now in effect with all members paying the basic \$20.00 dues to the club plus their assessment as set by their section.

Other recommendations of the committee which included Willox (Chairman) **Ken Johnstone** a past Auditor of the club and **Gordon Thomas**, a past treasurer of the club, was the hiring of a Club Manager and a change over of all sections to the club fiscal year of October 1 to September 30.

Most of the committee reports were approved and it was left to the Finance Committee of Webber, **Ross Penney** and Willox to put them into effect.

It was this half and half changeover year that has caused our auditors some problems in co-ordinating the differences between the old and the new. However their report should be completed this month.

Editors notes: The first Club Manager was hired shortly after this report, taking over many of the responsibilities of the Club's Honorary Secretary.

All the sections (Rowing, Rugby, Yachting, Cricket, Tennis and Field Hockey) did change their fiscal year to match the club's, however Rowing has since opted out.

NOTICE TO ALL MEMBERS

Annual General Meeting

Thursday Feb. 16th 2006

7:00pm Harbour Room

The Annual General Meeting of the Vancouver Rowing Club will be held on Thursday Feruaruy 16th at 7.00pm in the Harbour Room.

Pursuant to the Vancouver Rowing Club Bylaws-Article3; Item 5: "Any member desiring to make a motion at the Annual General Meeting shall give notice in writing of the same secretary on or before the fifteenth day of January prior to the date of the meeting"

All members are encouraged to attend.

Past President Neil Stainton, will be accepting nominations for the positions of President and 1st & 2nd Vice Presidents. Send nominations to him via e mail to: vrccpastpresident@vancouverrowingclub.ca e mail to manager@vancouverrowingclub.ca or mail to Club Office

New Weight Room Official Opening Thursday 12th January 2006 7:30pm

Please join us for the Grand Opening of our New Weight Room facility, Ribbon Cutting ceremony by the President Rene Myrand and Dimas Craveiro and members of the House committee.

Refreshments will be served in the Carver Room after the ceremony.

Members and Guests are welcome.



RACING WITH THE BIG KIDS

My Adventures at the HOG and HOE

By Carolyn Thompson

Two long distance rowing races, the Head of the Gorge and the Head of the Elk, culminated my first season as a rower. It's hard to believe a full year had passed. I've learned so much, made many new friends and thoroughly enjoy the fraternity of rowers.

My initiation to rowing was at the Nicomekl River last year and I was so looking forward to the HOG/HOE race but had the bad luck of breaking my hand on the way to practice. I was unable to persuade Richard McDaniel into taping my cast to the oar so no racing for me. So let's just say I was really looking forward to this year's HOG/HOE.

The question was, in a double, which seat would be best for someone with a neck that can't turn? Talking it over with the other person in the boat, it was decided that I'd better sit in stroke seat since it is oh so important to be able to see where you are going in a head race.

Until I get that rear view mirror set up, I am consigned to stroke seat - which means row hard and accept the wisdom of the bow person.

Head of Gorge

So there we were, Sue Low and I - our very first head race together in the big kid's league, standing knee deep in very cold water early in the morning, launching the Kathleen Heddle for the 4.5k Master Women's double race at Head of the Gorge.

Note to self for next year - skip the coffee - if you don't wake up standing in freezing water, you might as well go home. We gathered our nerves, made sure our oarlocks were definitely closed over our oars and that we had on board 17 layers of warm clothes for the potential 3 hour wait of the actual race start. Rowing to the start, we used our time practicing and getting the bugs out.

Having been warned that you only get three attempts to make it through Tillicum

Narrows, we wanted to make sure we made it through in one go. Sue did a marvelous job and we shot through the gap like seasoned pros. Settling, we rowed towards the warming sun, lulled into self-congratulations thinking that wasn't so bad until Sue yelled "hold water", followed by a few expletives. Where the heck did that big, rocky point of land come from, why is it only feet away from my fragile shell, and why didn't those people standing there give us a warning shout?

Shaken but not bowed (pun intended), we rowed on to the start without further incident. Gathered throughout the starting area were boats from all over. It was absolutely great chatting with other competitors, trading tips on how to stay warm, discussing where they were from, finding out they didn't like my singing any more than Sue did. . . By the start of the race, we were cold and stiff but shook that off quickly and got down to business. We had to hold water at the trestle bridge as a quad got crossed up and in our way, but after that we had a good strong race and finished well.

In case you are interested, we passed through the Tillicum Narrows with barely a wobble, straight and true, but with a little too much push and this brought us uncomfortably close to the sea wall on the other side. Next year more emphasis on portside pressure!

All in all, this was one great race and Sue Low deserves kudos for bowing her very first head race and holding an excellent line throughout.

Head of Elk

The next day dawned early, even with daylight savings. Dimas Craveiro and I were rigging the Jaggards in the rain, preparing for the 7.5 km Head of the Elk race. The good news was that this was a dock launch event and I could stay relatively dry before the actual race.

For all new novices, liquor store bags are

great for keeping your gear dry in the boat.

The bad news was that I had to keep everything I owned in my backpack because we had to park the car ten miles up the road (yes, it is true - I may be prone to exaggeration).

I was fearful of the length of this grueling race. It was certainly going to be the longest race I had done up to this point and there seemed to be a good chance I might not be up to the challenge.

Thankfully, Dimas and I spent our warm-up time rowing all the way to the far corner to reconnoiter the hair-pin turn so I got a sense of what it was going to take to get that far. Legs, lungs, back and arms all felt pretty good considering I'd rowed hard the day before. Things were looking up.

While sitting at the start of this race, we checked out the competition and I noted the two men looking like middle-aged Zapatas from Mexico who were starting before us. Then I saw the mixed double that would be rowing behind us. They were both strapping younger individuals who might look pretty good jetting past us.

Then Derek Porter, former world champion and double Olympic medallist, was lined up in his single just behind them. "Oh great," I thought, "I can't let him pass us on the first straight stretch. That would just be embarrassing." And so with that thought in mind, we began our race. Our pace settled down at the end of the first straight stretch - adrenaline and nerves calmed down into some kind of lactic acid haze and I kept the two boats I was most concerned with off my stern.

We managed to stay ahead of D. Porter until the hairpin corner when we acceded to the fact that he indeed had caught us by rowing at a seemingly relaxed pace, reducing the pressure to allow him to take a tighter turn in the curve ahead of us. We went a little wide on our turn and the buff young couple picked up a few boat lengths.

It's hard work pulling away from



someone, but I dug deep and started pushing for all I was worth. Heading upwards on the longest straight leg, we passed the fellows from Mexico and left them muttering into their moustaches. The hard going resulted in experiencing a bout of asthma for me.

Dimas responded by calling for the pressure to be reduced until I recovered, allowing the Mexicans to pull alongside us and, to my chagrin, the buff couple pulling ahead of us and gaining the inside line. The asthma subsided and we picked it up again, but now we had no choice but to take the outside of the boats going around the island in Beaver Lake. Arghh!

Catching the Mexicans again, we rowed bow ball to bow ball on the outside as we carved our way around the island in Beaver Lake. Efforts to gain the inside lane failed upon coming up to slower boat. However, the outside line gave us the inside position on the last turn.

Narrowly missing a quad that was making their way out of the weeds, we gathered to slingshot into the open lake. Readying ourselves for the final push, we started pulling past the moustached double again and another Master Men's double on the other side.

All of us were being hotly pursued by a closing double from Lake Washington we had just passed. It was a mighty struggle because those four men in the two boats beside us did not want to be passed.

Three doubles were rowing inches apart around the final bend, with us being squeezed harder into the shore. Should we risk an international incident by making contact with the Mexicans or should we hold steady and hope they give to the outside?

Too late - I noticed a green buoy go past me just on my port side. Oh-oh - why is that there? At the same time, an official was shouting for Calgary to be aware of the small island. I wished that Calgary would heed the instructions because it was getting pretty distracting with three doubles taking the same line and us on the inside.

For the second time in two days I heard a commanding "Hold water!", then a crunching sound and our boat came to an immediate stop. We had rowed onto a partially submerged multi-branched stump - hard, with the bow out

of the water.

My immediate concern should have been that we had holed the boat, but as I peered over the side trying to row off the stump, I really did not want to have to jump out and lift the boat off. The bottom looked very, very slimy.

When the officials lifted our slightly creased but still intact boat off the stump they sheepishly stated they thought we were Calgary because of the red/white uniforms. Whatever!

All I can tell you is I heard an order coming from bow that sounded akin to "whuttshhh (think of a whip snapping) - rawhide" - but I suppose it was "row hard". I don't think we were able to roll back time, but I did make good use of the two minutes rest while stopped and rowed like the hounds of hell were after us.

When all is said and done, we had a good row but suffered the indignity of a 10 second penalty due to that silly green buoy. The outside double that pushed the Mexicans against us was disqualified, scant comfort for a 2 minute delay and a creased hull.

After completing my longest ever race, I admitted to my bow person that I'd rather enjoyed the mid-race break and asked if he'd be interested in rowing this race with me again next year!

He seemed decidedly circumspect.

2006 YACHTING SAFETY INSPECTIONS

Please make a note of the following dates and **BOOK YOUR TIME** at the office (604-687-3400) well in advance:

March 11-12, 9am-4pm

March 18-19 9am-4pm

These dates are on weekends. You should be forewarned that the volunteers who perform these tasks are **ONLY AVAILABLE ON THESE DATES**, so if you miss them, you are seriously inconveniencing them as many have to travel a long way to get here, just because you have forgotten to do the right thing! And you do **NOT** want to upset them.

You should have all your equipment laid out and ready and your boat ownership papers available. And remember, **YOU MUST BE PRESENT FOR INSPECTIONS**. Passing is a requirement for moorage. **NO SAFETY INSPECTION, NO MOORAGE!**

There will be free checking of fire extinguishers and sales of flares (and disposal of old ones) available on the club deck on these dates too.

If you have any questions please refer them to:

Jim Miller, Safety Officer.

604-796-1996, jimkit@shaw.ca

2006 YACHTING YEAR BOOK

Is your information correct in the year book??

If not, please inform the office **IMMEDIATELY** so that we can get it right for the next issue.

Check it out now or you will be all wrong again!

Thanks, Evan Seys, Publicity

LASERS FOR SALE



Get a Great Sailing Dinghy for a very reasonable Price. The 2 club lasers (stored beside the workshop float) will be sold "as is" to the highest bidder. Minimum bid is \$850 for each laser. Last day for bids to be submitted to the club office is Feb, 28, 2006. Bid forms are available at the office. For more information contact Bob Poulton at 604-535-3165.



YACHTING EXECUTIVE MEETING

19 December 2005

After agreeing to send in our reports by email, we moved the meeting forward in a much smoother manner. Officers reports were concise and very little discussion was needed as we had time to digest the reports beforehand. **Dick Murray**, our Commodore, kept the meeting in order and things moving along well.

John Pountney who is charged with looking into the problems and anomalies in the Constitution, has need of some volunteers to help in the task. If anyone out there can spare a bit of time, do please contact him or the Commodore.

I have been charged with finding a chase boat for the club and informed the meeting that I had been unable to negotiate a low enough price for a perfect boat for the job on the Island. **Brent Sands** then very generously offered to make up a further \$1,500 out of his own pocket to get the job done. I am now negotiating again! Thanks so much Brent. *Since writing this, we have a deal, subject to survey!!*

In "Any other business" the grid was once again brought up and **Mark Evans & Brent Sands** said that it had been agreed that the grid should be reopened for scraping and painting, provided that drop sheets were used. **DETAILS WILL FOLLOW**, so don't go using it yet until we have the official word. There was only one problem with this, in that we are still not allowed to wash our boats first! But at least it is a start. They continue to fight on our behalf and have meetings with Schooner Cove to visit them and see what they have done. Full details of this, and any other topic discussed at the meetings, will be posted on the board at the moorage entrance.

Then we discussed the matter of keys. Should we do away with them, as the manager wants, or should we keep them? On some useful information from Peter Moore, of Moore Security Systems, we realized that it would be a foolish move. If we had a computer crash, or the power went out, we would either be locked out (or worse, in!) or the doors would automatically open and we would have no security at all. A motion was carried to keep the keys and recommend regular changes to stop them getting into the wrong hands.

We managed to finish the meeting at a much earlier hour, and we all wish the members a very Merry Christmas, and a happy and prosperous New Year.

POLAR BEAR SERIES 4th December 2005

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

By Evan Seys



Finally, I was to get out there and do battle with Anna Marie, that gorgeous gaff rigged vessel that hails from the Maritime Museum, and what happens? I found water in my engine oil!!

You know, I have thought up some excuses as to why I should not be humiliated once again out there on the race courses of English Bay, but this was a good one! I went to check that the engine would fire up for the race, as I was getting things together on Saturday, when I found water in the oil! It must have happened during the last race when we were floating about around the QC buoy 2 weeks before in the fog. If I do not turn off the water to the main engine when it is stopped, it is inclined to back up and siphon into the engine through the turbo. It did, and put about 2 litres into the oil, which then turns to milk.

I check it prior to starting the engine on Saturday and the dipstick was white. Bugger!! I could not go anywhere I until I sorted this out by changing the oil and filter, and this was not going to get done before the race on Sunday. I called the crew and cancelled. Then Alex Cregan called from Argosy. "Please helm for me, please, please Evan??" he pleaded. "Now why would I do that when I can lie in a warm bed in the morning, and it's due to snow and freeze us to death?" I enquired. But he continued to plead, and finally, I agreed as long as he bought me a large Scotch to warm me up at the end of the race.

Ok, so I exaggerate! What can I say? In fact he had 5 people already on the boat, and I was an afterthought. But I have to say that I knew I could do with the fresh air, having been cooped up in my office for 2 weeks without seeing daylight! Like an idiot, I agreed.

9 am, and I was at Argosy ready to do whatever it took to flush the cobwebs from my tiny brain. Already I was cold, and we hadn't left the dock, Alex was late but made up for it by turning up with cinnamon

twirls, which he duly put in the oven. This helped with the heat in the cabin at least. Then the coffee was done and we all started to feel human. Alex has this patent "Ceramic heater" which is a flowerpot inverted over a flame on the stove. It's remarkable how much heat it gives out. It's wired down (before it gets hot, dummies) so that it doesn't fall over when sailing. Clever! So we set off into the swirling snow for English Bay.

I think there were probably 20 boats out there when we arrived, which considering the awful weather was amazing, but at least we had a breeze. The course was from the committee boat in the middle of the bay, to the QC buoy into wind, then reach off to the Kit's Barge buoy, then downhill to the Bell Buoy, then home into wind again. We probably had between 7 and 13 knots of wind, judging by the small survey done between the contestants.

At the start, the whole fleet seemed intent on going for the committee boat end, and as windward boat, and not laying the line, we were in danger of "barging", and sure enough Lordelpus came underneath us shouting to give him room. Busted! (At least, that's what I thought I heard Alex say!) We had to turn away and do a 360 degree turn and come round again, It was that or take out the committee boat. That might have been Ok, except that Brent Sands, off his sick bed to do the job of committee on Aorangi has NO sense of humour at that sort of thing! Good on him for doing the job though. Then Lordelpus had to do the same thing and both of us seemed to waltz around the start and let everyone go by before we could get our stuff together and give chase.

The fleet took off in 2 directions, one group going north and the other south, then tacking to the QC buoy. We went south and made a few places up. At the buoy, we found ourselves in very close company with



Carlito's Way and Agua Verde. The latter was inside us, but we managed to roll over the top of him, and then went underneath the former who seemed intent on heading for Bridges Restaurant in False creek! Actually, he was trying to "get some in the bag" by going high so that he could reach down to the Kits buoy under spinnaker, but it left the door open for us. Alex was not about to trust putting the 'chute up too early, as we could see some boats ahead struggling to do just that. I think it might have been Carlito's downfall, as poor Carl was last at the end of the day!

Meanwhile, up ahead Lordelpus was battling with Namba and Dreamscape, and roared past them both using his waterline length to the full in a great breeze. Once we arrived at the Kit's Buoy, we had pulled ahead of Agua Verde and hoisted the 'chute in fine form as we rounded. We headed towards the Bell Buoy by keep well south of the fleet and going dead down wind. Many boats do not do this well, and have to sail a bit off the wind to get the speed. Alex Cregan, well know for his skill downwind,

made up lots of ground but it was not without it's problems for me, as the wind shifted sometime 40 degrees, and we ended up sailing "by the lee" on more than one occasion. Brett on trim did a great job as we zigzagged down to the Bell Buoy, still invisible in the snow. Finally, as we passed Jericho, we jibed and headed back out to clear Spanish Banks.

We arrived at the downwind mark having made up more places, and actually catching the leading group again, as we dropped the kite and rounded the mark to go hard on the wind back to the Start/finish line. Now came the problems of having to look into the wind, and have needles of ice pound our eyes and the wind chill cut through the winter gear as if it was not there. But we did well. Racoon Straits (Santana 35) had trouble losing us for a while, and we were even pointing higher than Lordelus. And even Jasmina, another Santana, only 30', could not get away from us as we gradually hauled him in. We never made it past him though, and Joe Gormley should be given a huge pat on the back for

racing single handed in these conditions! Not a bad result for us considering Alex's sails are some 20 years old. But the concentration required to keep the boat moving at her optimum speed was incredible, and the cold got to me for a while and we slowed imperceptibly for maybe 20 minutes in the middle of our way back. Agua Verde then started to catch us again. Rats. "What was I doing wrong?" I asked myself, then realised that I had been worrying about the cold and how it was affecting the crew, shivering on the rail, rather than doing my job. As soon as I got myself together again, we pulled away and headed for the line.

As we crossed the line and got our horn, I dived below to hug the heater while Alex, having changed his wet clothes, took over the helm to take the boat home. Boy, that was a tough day, but a great sail. I am soooo glad I didn't lie in my nice warm bed, because we had a great race. The boat performed really well, and our crew of Neil Stainton, Lesley Ann, Brett, and Soo-Kyung,

POLAR BEAR SERIES

Reminder Race this Sunday



Loonie Soups On!

- October 16th
 - November 6th
 - November 20th
 - December 4th
 - December 18th
 - January 15th
 - January 29th
 - February 12th
 - February 26th
 - March 5th
- (Winter Sailing Charity Challenge)

details at www.vancouverrowingclub.ca

proudly sponsored by



and





4th December 2005

was almost faultless. I think if I had not lost my concentration, we might have done even better than 4th. Yes, 4th, from almost last at the start. And even more impressive was Matt and Lordelpus who came 3rd! But only 30 seconds separated us. That was good racing. Full results are on the VRC website at www.vancouverrowingclub.ca

Then it was back to the club for our warming soup and a bun, and a small Scotch to warm the cockles! A great day, and again, thanks to Brent Sands for getting off his sick bed to do the committee. This is a great series, which is proved by the nutters who assemble at the line every 2 weeks, rain, snow, or shine. And you know why?

It's because he have an enormous amount of fun doing what we do and we try very hard not to get too serious about things without loosing the professional attitude of the organisers who run the series.

Although semi-retired from the organising side of things, Matt Wagstaff and Sabrina Class have done a job second to none to get a series together such as we have. Unique, I think in the Vancouver area in attitude and camaraderie. And becoming one of the biggest fleets as a result with over 30 boats out there in the dead of winter.

We virtually never have a protest, in site of some very close racing, which I think shows the skill of the contestants and at the same time a willingness to live and let live sometimes too.

We would rather enjoy each other company than fight in a protest room sometimes. Thank you Matt and Sabrina. We love you and thank you for all you have done.

In a footnote, I went to the gas dock in Coal Harbour with the Perihelion on Monday, after calling them to check that they could take me alongside to change my oil. 2 PM they told me. I changed both the main engine oil and the genset's and fired everything up, and all seems to be well and the machinery is purring like a kitten. I just have to cure my siphoning problems! Meanwhile I will just turn off the through-hull when I stop the engine for any length of time!

Now, this is getting tedious! I eventually decided to race this season, as I had seen the *Anne Marie* out there and thought she could do with some competition. The first time out the race was abandoned because of lack of wind – and fog! Then last time I found water in my oil and could not compete, and now this time, I managed to get a crew, in spite of Christmas getting its hooks into most of my people, and we set off to do battle. NO WIND!

I even had to do the galley slave job and get everyone's bacon, sausage and egg rolls together, but at least someone had been thoughtful enough to bring a bottle of rum to warm the coffee! Jim Mansley drove the vessel out under the bridge as we tucked in, and we found the bay full of drifting vessels waiting to do something. Most of the crews were all dressed in Christmas hats and getting into the spirit of things as we circled the committee boat, this time provided by our Commodore Richard (Tricky Dicky) Murray and his *Little Voices*.



The Committee boat – *Little Voices*. Satellite tracking deployed.

My crew of the aforementioned (now THAT'S a bigger word than "wheelbarrow"!)

Jim Mansley - who I had sailed to Hawaii with last year; Brenda Stainton - out of her sick bed with hurting wrists and some problems with her tunnels (?); Brian Tycho and his mate Geoff Rogers were all pacing up and down doing push-ups (except Brenda) and getting all pumped up doing a New Zealand "Haka" and

generally getting in the mood for a race. But it was all to no avail, and 30 seconds later they all collapsed in the beautiful sunshine and checked out the rum. What a gorgeous day to get disappointed in! But absolutely no wind!

We circled around and either kept the engine running to keep some headway or turned the engine off (then turned the raw water tap off too, learning from last time!) and bathed in the glorious weather. As 11 AM approached the AP flag was hoisted and a delay was instituted. So, we sat some more....., and some more..... and even more, until 1 PM when the race was finally called with absolutely no sign of wind in any direction. What a shame.

So we all started to motor home to the hot soup and bun at the club, when the radio lit up and the *Anne Marie* was calling. "Slow down *Perihelion*" they called, "We have a present for you!" So we did some donuts to scrub off some speed and waited. As they came alongside, I suddenly spotted the "present". It was FIRE IN THE HOLE!!!!!! A cannon had been primed and loaded with a paper wad, and was about to take out the rigging! How could I

have been tricked into this after all the Hornblower books I have read!! "DOWN ON THE DECK EVERYONE!" I screamed. "It's the splinters that will kill you!" in my best *Master and Commander* voice!

We all had a good laugh and I have sworn to get an even BIGGER cannon than his next time and TAKE HIM OUT!

Thanks to the crew for making the effort, and I am so glad we

went out, even if we hardly managed to sail, again. In winter there is supposed to be lots of wind and storms. What has happened? It did turn out that, as soon as we got under the bridge on our way home, the wind got up and some boats had a great sail anyway. Always the way, isn't it?

HOPE YOU ALL HAD A HAPPY CHRISTMAS AND A WONDERFUL NEW YEAR!!



Our new Racing Officer *Brent Sands* at the helm of *Aorangi*, trying to keep everyone in order! But there was too much singing of carols to hear anything he said!



Santa, beside the tree on the back of the *Perihelion*, admires his drifting fleet.

Upcoming Yachting Events

New Years Eve

at Bowen Island

New Years Day

Polar Bear Race

Jan 1, 2006

Yachting Awards Night

January 14, 2006

Food

Entertainment (unfortunately it may be at your expense) but...

Laughs

guaranteed!

Tickets: 12.50

Entertainment

by Juno -

nominated

Kate Hammet-

Vaughan and

her trio

Race Officer's Report

Brent Sands

Matt Millar and I attended the VARC meeting Dec. 5th. Most of the discussion was on the new VARC website and a demonstration was provided.

I raised the format of the Summer Regatta and it was recommended that we have two days (Saturday and Sunday), each day being one longer race. We agreed and this will simplify scoring.

I have submitted the 2006 calendar for inclusion to the BC Sailing website and it looks like this:

Jan. 15 Polar Bear # 6

Jan. 29 Polar Bear # 7

Feb. 12 Polar Bear # 8

Feb. 26 Polar Bear # 9

Mar. 5 Polar Bear # 10 Winter

Sailing Charity Challenge

Apr. 9 Suntan # 1

Apr. 23 Suntan # 2

May 14 Suntan # 3

Jun. 18 Suntan # 4

Jul. 8-9 VRC Summer Regatta

Jul. 16 Suntan # 5

Jul. 30 Suntan # 6

Aug. 13 VRC Ken and Barbie

Aug. 20 Suntan # 7

Sep. 2-3-4 VRC Cruise and Silva

Bay Layover

Sep 17 VRC Anything Goes Single

Handed Race

Sep 24 Suntan # 8

Oct. 15 Polar Bear # 1

Nov. 5 Polar Bear # 2

Nov. 19 Polar Bear # 3

Dec. 3 Polar Bear # 4

Dec. 17 Polar Bear # 5



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	2-8pm	Trophy Lounge

COMING EVENTS

CLUB

Jan. 1	New Years Day - Open
Jan. 3	Just Singin Round
Jan. 9	VRC Board Meeting
Jan. 12	Weight Room Opening
Jan. 21	Robbie Burns Dinner Dance
Feb. 16	Annual General Meeting

FIELD HOCKEY

Jan. 28 Social

YACHTING

Jan. 1	Polar Bear Race
Jan. 14	Yachting Awards Night
Jan. 15	Polar Bear Race
Jan. 29	Polar Bear Race
Feb. 10	Yachting Trivia Night
Feb. 12	Polar Bear Race
Feb. 26	Polar Bear Race

RUGBY

Feb. 4 Social

ROWING

2006 January

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Happy New Year's Party at VRC! Polar Bear Race	2	3 Just Singing Around	4	5	6	7
8	9 VRC Board Meeting	10	11	12 Weight Room Opening	13	14 Yachting Awards Night
15 Yachting Polar Bear Race	16	17	18	19	20	21 Robbie Burns Dinner
22	23	24	25	26	27	28 Field Hockey Social
29 Yachting Polar Bear Race	30	31				

2006 February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Rugby Social
5	6	7	8	9	10 Yachting Trivia Night	11
12 Yachting Polar Bear Race	13	14	15	16 VRC Annual General Meeting	17	18
19	20	21	22	23	24	25
26 Yachting Polar Bear Race	27	28				