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Volume 31 No. 2

February 2006



Kate Hammet-Vaughan's trio .

Sabrina Class and Matt Wagstaffe pose with their hard-won trophy .




Fleet Captain Matthew Millar with his Applause -O-Meter


# Yachting Awards Night



Racing Officer Brent Sands presents trophies to our winners and thanks the roast carvers, Frank Parker and Butch Paone.

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.

Looking for the perfect place for your next business meeting or staff retreat? Want to impress the boss or your clients? Look no further, we can handle all your business and catering needs.

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

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

## SUPERBOWL Sunday and other Specials

**Sunday, February 5th** is Superbowl Sunday. Join us for great drink specials, awesome chili dogs and Superbowl madness played on our HUGE projection TV!

Olympic Men's Hockey starts **February 15th** and we will be showcasing Canada vs Finland on Sunday, **February, 20** at 12 noon. It promises to be a great game and the Butler Did It will be serving an all star brunch starting at 11am.

For the Canuck fans the games of note to be shown in the Carver Room with tons of prizes are:

**Saturday, February 4, 7PM @ Edmonton Oilers** (so far we have yet to beat them)

**Friday, February 6, 7PM Columbus Blue Jackets**  
and

**Tuesday, February 28, 7PM Calgary Flames**  
(no love lost there).

As well, we are forming a dart team (or teams) for recreational fun. If you love playing or want to learn to play please drop off your name, number and email address off at the bar or the office, attention Donny. Give it a shot.

## General Manager's Message

### St. John's Ambulance Emergency First Aid/Adult CPR Training

Attention Club Members:

From cleaning up a scrape received from a minor mishap around the shell bays to resuscitating a friend, you can learn all about it at our VRC First Aid training day Sunday, Feb. 26 from 9:00 am to 5:30 pm. in the Carver Room .

### Emergency First Aid Enhanced Sunday, February 26, 2006

9:00 am to 5:30 pm (lunch not included)

- Emergency Scene Management
- Artificial Respiration-Adult
- Hypothermia
- Heat Stroke
- Heat Exhaustion
- Choking-Adult
- Cardiovascular Emergencies & Adult CPR
- Severe Bleeding
- Wound Care
- Eye Injuries
- Burns
- Medical Conditions

### Course Length & Cost:

·8.5 hours including breaks (NOT equivalent to WCB OFA 1)

·\$77.00 per person (plus gst) incl. workbook

### Certification upon Successful Completion:

·St. John Ambulance National Emergency First Aid Certificate (valid for 3 years)

·St. John Ambulance CPR Level A certificate (annual recertification recommended)

All payments are made through the VRC office. I look forward to hearing from you soon!

Carolyn Thompson, VRC Rowing Section Safety Officer

rowing-safety@vancouverrowingclub.ca

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

Keith P Jolly

General Manager

manager@vancouverrowingclub.ca

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



## The ROAR

Monthly newsletter of the

### Vancouver Rowing Club

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Visionary Communications,

[egregory@telus.net](mailto:egregory@telus.net)



From left to right: Carolyn Thompson, Corree Laule, Daren Toppin, Andrew Lane, Dimas Craveiro, Rand Chatterjee, Kenzie Andrews, Sue Low, Lori Benning, Chris McPherson, Rob Aguayo

The most recent meeting of the rowing executive promoted a number of initiatives. These initiatives are being promoted partly as a result of new and energetic members, and partly due to the changing circumstances of our section. The role of equipment manager will become one of *managing* rather than of an all-encompassing boatperson or high priest from whom one seeks forgiveness when admitting to a bruised shell. Kenzie Andrews is working on a

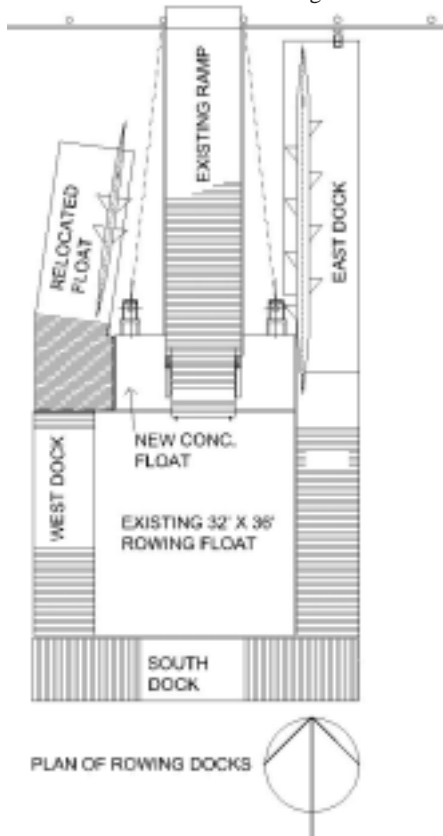
maintenance policy which places more responsibility on individual members. She is working with Rob Aguayo in his role as Volunteer Coordinator who is preparing a volunteer concept.

A boat storage policy is also being wrapped up that is more simple and easier to administer than the previous one. The policy allows for the private storage of shells but places more onus on owners to maintain good standing and timely payment of fees and dues. The shells must be rowed a minimum 18 times per year on a consistent basis. The section still reserves the right to rack space when needed for club boats.

A regatta schedule will be distributed to rowers soon by Sue Low, our regatta person. The schedule will likely be reviewed at the next executive committee before distribution.

Safety issues are being addressed with more rigour this year. Carolyn Thompson has organized a First Aid and CPR course to be offered February 26 in the Carver Room. Details will be sent out by email to prospective participants. Those members wishing to obtain a Small Craft Operator's Certificate will be able take a course in the near future. This applies to all persons operating our coach and safety boats.

The new float under the main ramp continues to tantalize and frustrate us with its non-appearance. Originally scheduled for November, it is intended to be installed January 30. David Ellis has been coordinating this work and his badgering the contractor has solicited the promise of January 30. An unannounced visit to the contractor's dock and a meeting with the recalcitrant contractor resulted in an



## NOTICE TO MEMBERS

# Annual General Meeting

Thursday Feb. 16<sup>th</sup> 2006

7:00pm Harbour Room

The Annual General Meeting of the Vancouver Rowing Club will be held on Thursday Feruaruy 16<sup>th</sup> 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 1<sup>st</sup> & 2<sup>nd</sup> Vice Presidents. Send nominations to him via e mail to; [vrcpastpresident@vancouverrowingclub.ca](mailto:vrcpastpresident@vancouverrowingclub.ca) e mail: [manager@vancouverrowingclub.ca](mailto:manager@vancouverrowingclub.ca) or mail to Club Office

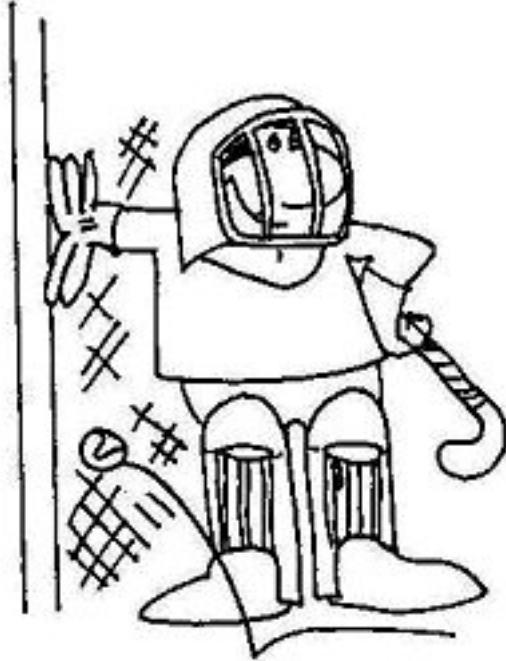
amiable agreement for this date. The new float will be of concrete construction and will enable us to move the existing float, in a modified form, to the west side, thereby increasing the overall length of that dock. We will also be storing LTR boats directly on the east float. This should make it much easier for LTR while freeing up some rack space. The current plastic double and single will be stored on the west side along with other older club singles.

Many of our members are not familiar with the makeup of our executive committee. In particular, newer members may not know or recognize its officers. The photo attached to this article lists the members of the committee. Additionally, rowers may go to the rowing portion of the club website at [vancouverrowingclub.ca](http://vancouverrowingclub.ca) and find descriptions of each committee member. You can email each member individually or email the committee as a group from the website. The website itself will be under reconstruction soon. Should rowers encounter problems with the website, contact [craveiro@telus.net](mailto:craveiro@telus.net).



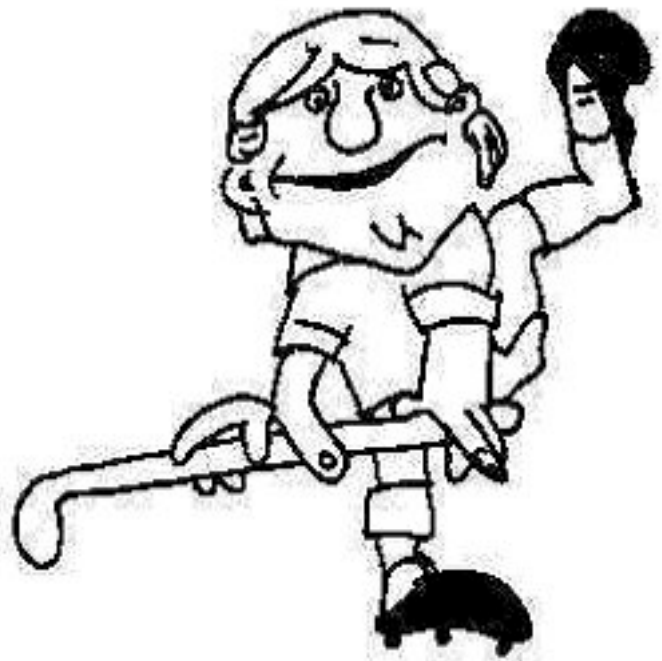
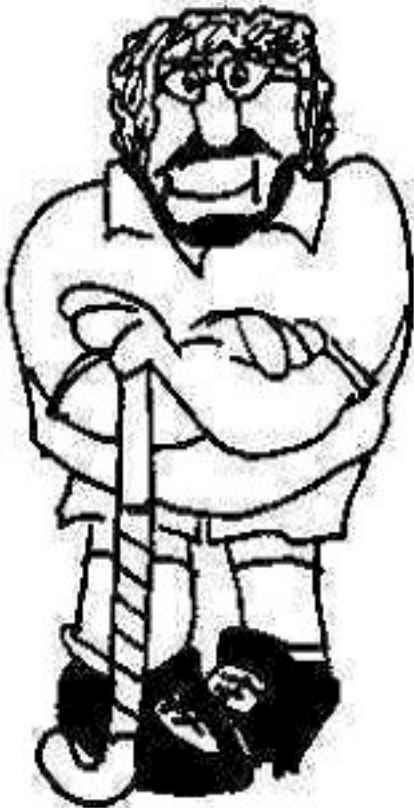
# A Field Hockey Guide to Players

The *Goalie* is the thick-skinned member of the team, taking the blame for everything. He's so unpopular with his team-mates that they won't give him one or their pretty shirts to wear. He has to make do with one of another colour. The uninitiated can always recognise the goalies, by their padding, both natural and otherwise, and because they're the ones shouting at their defenders when they actually have to save a shot.



The *Full-Back* is selected because he can clog, trip and elbow his way to superiority within his own 25. A lovely chap off the field, good to his children and dog (he's even a blood donor). He can be a pig in the 'D'. Always avoid the full-back, they usually carry a government health warning.

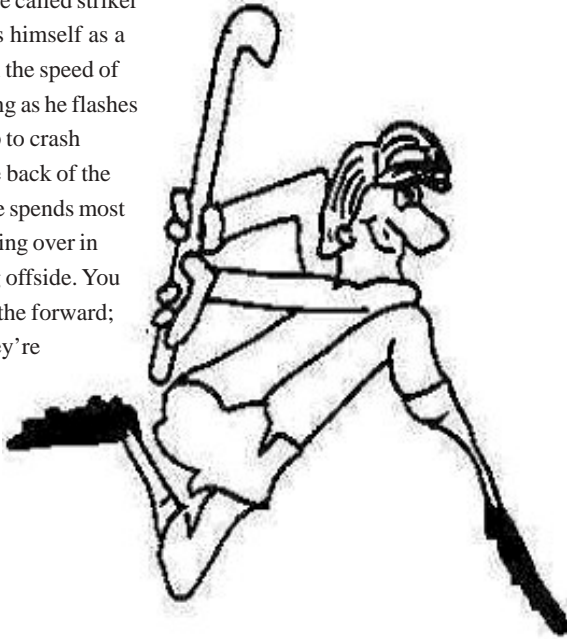
The *Sweeper* says he is perfuming behind his defence, sweeping up any ball that they might miss. In reality, he's there because he's too slow to catch up with his fast-moving defence. It is always possible to recognise the sweeper, he's the one who is always colliding with his own goalkeeper.



*Halves* are usually small chaps, described by the coach as 'midfield dynamos'. It's true, they do run about a lot, but that's only because the opposition psychopath is trying to bring about the premature end to the career of this delicate ball artiste who is trying unselfishly to lay on goal scoring chances for their less intelligent front-runners. The half is the one who is sweating a lot.



The **Forward** is the fellow known variously as the target man and the front runner but he likes to be called striker because he sees himself as a goalscorer with the speed of greased lightning as he flashes through the gap to crash another into the back of the net. Actually, he spends most of the game falling over in the 'D' or being offside. You can easily spot the forward; he's the one they're all swearing at.



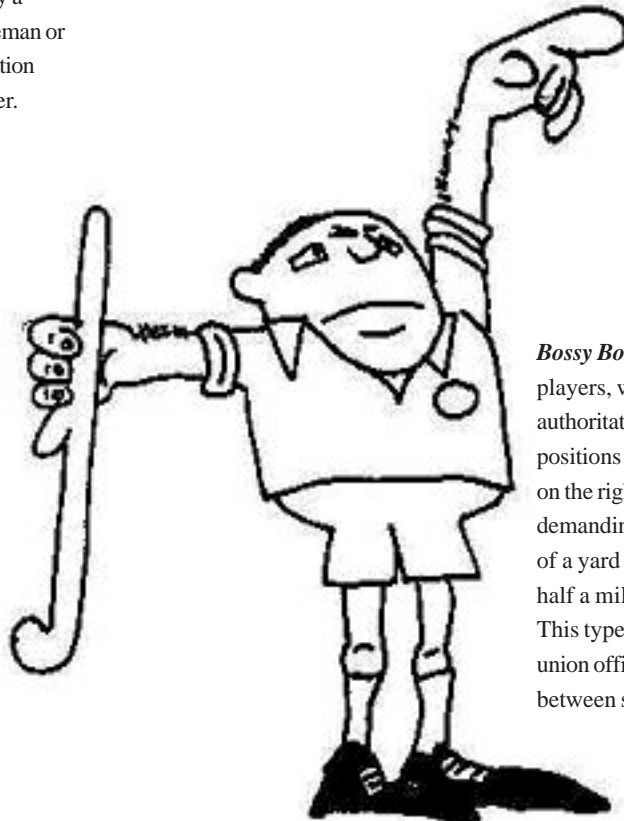
The **Womaniser** has slipped the captain a tenner to ensure he plays on the wing. From this position he chats up every lady spectator who is attracted by his sporty image. When the ball crosses the side-line (as happens frequently) he dives after it, not returning to the field of play until he has at least one lady's phone number - address and photograph too. If his luck is really in, he may be smothered in lipstick as well. The womaniser is usually a sales rep.



The **Psychopath** is usually the centre-midfield who thinks he is licensed to maim. He comes from 'darn souff' and thinks, therefore, that he can play a bit and to complete the image, ought to be gruff and rude. He never turns up for practice, but presents his scruffy presence for each game, where he loudly appeals for everything and afterwards drinks more than anyone else in either team. The team psychopath is usually a policeman or probation officer.



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policeman or  
probation  
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**Bossy Boots** delights in sending players, with a wag of his authoritative finger, from positions on the left to positions on the right, or pedantically demanding a sideways alteration of a yard by some poor chap half a mile away from a free hit. This type is usually a trades union official playing to relax between strike meetings.



# Christmas at Silva Bay

By Evan Seys



I needed to get off the dock, having had a trying few months. I had planned to leave on Thursday 22<sup>nd</sup> as the weather was not too bad and I wanted to help a friend move to Gabriola Island from Sydney on the 23<sup>rd</sup>.

The wind was behind me as I went under the Lions Gate Bridge and I hoisted the main and jib and flew along at a good rate in smooth seas. As I passed the Bell Buoy the wind was rising fast and coming onto my port beam. I saw 25 knots and was beginning to get 8 knots showing on the GPS when there was a big BANG!! I looked about but did not immediately see what had happened as everything looked normal. Then I looked to leeward and saw that the jib sheet had popped out of the snatch block, which had opened on its own. This meant that the sheet was pushing on the lifeline stanchion and it was starting to bend! I had to take some pressure off, so eased off on the sheet.

Now don't I learn anything? Remember last week? I tried the same thing with the spinnaker and took a wrap off the winch to ease the sheet, and it ripped half the skin off my hand as it flew overboard. This boat is powerful, and I will insist on doing everything single-handed, and without gloves! Sure enough, the sheet ripped out and over the side. I let it go this time though so maybe I did learn something! But it flew at right angles to the boat

and 50ft of sheet was thrashing about like a circus ringmaster's whip in the middle of a ring of horses. I started to turn the boat into wind to enable me to retrieve the sheet and was going to pull the main in to hold her on the wind better in the building seas. The wind was now 35 knots! Then the main ripped out of my hand

as the figure eight knot undid itself and the mainsheet snaked through the blocks and out went the main. The *Perihelion* was beginning to look like the *Marie Celeste* with sails thrashing themselves to bits in a beam sea on horrible square waves off the North Fraser at the QA buoy.

Then the radio started up with Vancouver Coast Guard Radio letting the shipping that was fool enough to be out in this tempest that the weather forecast had been updated and there was now a gale warning in the southern portion of Georgia Strait!! About time I would say, as I had been wrestling with it for half an hour already. I had to do something quickly so I started the engine and tried to roll in the jib. No luck. The thrashing had dropped a wrap off the furling drum and it was jammed. And now the sheet had tied itself into the biggest and baddest knot I had ever seen and to go forward would be risky. I could get my head knocked off! So I rolled in the main without problems and dropped the boom into its cradle.



*Taking a wave in 35 knots, staysail only. (Note knotted sheet flying at right angles, and the life raft to the left wedged against the mast & skylight)*

I would sort the sheet out later. Then I ran forward to tackle the furling drum after turning the boat downwind to take the force out of the wind and to get the knot away from the boat a bit more. It worked, and I found the problem on the drum and rectified it. Then pulled for all I was worth on the furler. I finally won the

battle, and ran back to the doghouse to get the boat back on course. Then I rolled out the staysail to take some of the motion out of the boat and suddenly was doing 7.5 knots. I left the engine idling, just in case, and settled down to clean up the mess and sort the sheets. The jib sheet was hopeless and all I could do was secure the port sheet and tie down the big knot as best I could. It wasn't going anywhere. Then I re-ran the mainsheet and put another figure eight knot in the end, coiled it up and stowed it. The life raft (that weighs 300 lbs) had broken away from its lashings too. But I left that wedged with nowhere to go. I was NOT going to lift that and break my back into the bargain. If it went swimming, so be it.

I looked behind me, and poor Father Christmas going down his chimney lashed to the back deck over the dinghy, was waving his arm off and the polar bear was heeling away from the wind at a 45-degree angle. The tree was flat! The next thing was the *Harbour Links* high-speed ferry from Nanaimo coming over to see if I was OK. I wonder why he didn't try me on the radio, because it was on for sure. He left when he saw me waving casually from the shelter of my doghouse, rolling his way to Vancouver. Half of UBC must have spotted me out there drying my washing. How embarrassing.

But the rest of the trip was uneventful and I made it into Silva Bay in record time, tied up, then went for a stiff drink in the pub! But I had to get an early night as I had to be up by 5:15 AM!

The next day was moving day, and Ron Parrish, my friend who had recently moved there himself, collected me and we set off for the ferry. We had to pick up a 5-ton truck from U-Haul at 8 AM, so we had time for breakfast before the two hour drive to Victoria.

I had undertaken to find a chase boat for the club and had a meeting arranged at Sherwood Marine on the way. This would at least get me out of some of the work of



moving! I managed to spin that out for two hours and ended up doing a deal on a 22' Whaler that, although in need of TLC and unused for two years, would be perfect for what we need. I had them shovel the old leaves out and clean it up a bit, test the mechanicals and electronics and all was well. All we need now is a hull survey, which will be done in the New Year. Thanks a million to Brent Sands for that as he has stepped up to fill the shortfall on the budget.

That done, I was dropped off at the house to be moved, and they had only done a third of the truck! Lazy swabs!! We set to and filled another third before tackling the hot tub. This was half buried in the garden and weighed at least 1000 lbs. And there were only four of us! But, with engineering minds a bit of muscle and a powerful lift gate, we managed to get it in. It was only just a fit though. We had about three inches to spare.

The run back was in a huge rainstorm, and we got back to the Island at 6:30PM, and got the tub off first. That was an amazing feat too as by now there were only three of us. I had a bad back and a bad attitude, Ron has only one working arm, and Larry, whose house it was, was so excited he couldn't concentrate!! But we got it off and even rolled into its final resting place, and by 8:30PM we had all but finished bar the shouting, and set off for the pub for a drink and a welcome feed. We had to hurry though, as Silva Bay Resort closes at 9PM for food.

We arrived in convoy with minutes to spare and ran in to be told that it was Christmas and they had closed at 8PM!! Drat and double drat!! But the manager John took sympathy and re-opened the bar and we sat down to a drink at least. Then he suggested we order pizza. Suddenly we look around and the bar is filling up and there is quite a crowd. Amazing! "Open, and they will come". It was such a pleasure to receive such service. Thanks John Dover and his long-suffering staff.

I flopped into bed later feeling stiff and sore and very tired, but looking forward to Christmas Eve dinner planned at Larry's for the following night. I awoke the next day feeling stiff again! But that was another story! I wandered about in a daze most of the day,

and sure enough, had a wonderful time at the new house of Larry & Kelly and had my turkey for the year.

Then, once I had been dropped at the boat, I woke on Christmas Day feeling good. I had no plans but the "gang" turned up and we had coffee and watched some movies on the boat before we all went back to the new house for turkey sandwiches and chocolates.

Boxing Day and Ron and I had planned to have lunch at the Surf Pub on the beach looking out over Snake Island all the way to Entrance Island. It was closed, as was the rest of the island, so we

hopped on a ferry and went to Nanaimo, got seriously caught up in the shopping frenzy that was happening, but I managed to buy some new battery-operated tools to replace all mine that had bad batteries that cost \$100 to replace. I expect you have some of those too! And Ron wanted to go to Future Shop and get some bits, but you couldn't move in there. So we had a nice lunch at Earl's and home for a nap. I would feed Ron in the evening and sail back to Vancouver the following day. The weather was looking awful, but if I was to go at all, it had to be then as one storm was following another and the only window I could see would be if I got away at 10AM the next day.

And on the nail I was away from the dock, having had a terrible night with 30knot winds howling through the marina all night. As I left the wind was blowing at maybe 20knots, but would be at least on the beam, so I was confident of a great trip. And sure enough I got one.

I tentatively poked my nose out of the safety of the Bay and rolled out the main and just one jib and was immediately doing 7 knots. This steadily grew to 8, then 8.5 knots in the 15-25 knots of southerly wind as I flew towards the distant bulk of Bowen Island and the mountains of West Vancouver. The weather was foul, and rainy, and the sea a steely grey, but still I had an escort of dolphins



*Charging home at 8.5 knots*

to cheer me on my way. I was going to get a pretty fast crossing, which suited me as the next front was visible behind me, and I had had enough wrestling with errant washing for a while. At 3 miles to go to the QA buoy off the North Arm of the Fraser, the wind suddenly died completely! I could see wind lines everywhere, and the waves were still there, but I couldn't move. I started the engine, as this was really uncomfortable. I needed to get out of there. A few minutes later I had all the sails rolled in and suddenly the wind got up again – on the nose this time! Then it swung and I could sail with the staysail rolled out. I knew I was in for a wildly swinging wind direction, but anything to slow the rolling. This didn't last long, and finally I did indeed roll everything in and motored home.

I tied up gratefully, and tidied everything away before heading to the club for a warming tot, or two. It's great to have friends to see, and a happy face behind the bar to welcome a weary sailor home. Now I sit and wait for New Year. Hope you all have a good one too.



# BIG RED Our New Chase Boat



Ladies and gentlemen, we now have a chase boat! This will enable us to set courses for the race boats instead of having to rely on fixed navigation buoys (often illegal) and large freighters (huge wind shadows, and they move!).

As the only club in the area unable to set a course or contribute to a regatta such as the Charity Challenge, it was about time. Brent Sands and myself set off for Sidney in the *Perihelion* to collect her and were joined by Lesley Rigby there for the trip home. We came back across the Strait in up to 30 knots of wind towing *Boston Red* (for want of a better name and until we hold a competition to name the vessel?) at between 7 & 8 knots! What a ride but I am glad we didn't have to ride the little boat in that weather.

Now comes the fun part. How would you like to learn how to drive this beast, and join in the racing scene? Are you a power boater who is interested in why we as sailors all have so much fun? Are you a sail boater who wants to contribute and become involved in what we do and wants to learn the intricacies of fast power boat handling? Then call me at 604-688-0276, or email me at [Evan\\_Seys@Telus.net](mailto:Evan_Seys@Telus.net) and we will set up a time convenient to us all to show you what we are all about and if you have it in you to be part of racing from a different perspective.

The boat is a 22 Boston Whaler Outrage, and has a 225 HP outboard motor and an array of electronic equipment to better help in the running of races. We purchased the vessel after much negotiation, for \$15,000 (replacement cost is \$90,000, and the price paid is apparently less than the cost of the engine!). I have to say a BIG thank you to SHERWOOD MARINE in Sidney (1-250-652-6520) as they

kindly waived their commission to help us make the deal. I have known Barry Sherwood for many years and I can sincerely recommend his company if anyone ever needs the BEST deal on outboards or rubber boats. They sell all sorts and are well worth calling for a quote. Without them, we would not have been so lucky to land this fish!

We need some light help in TLC for her too. Want to help? Call the above number or email myself or your Racing Officer, Brent Sands at [jsands@shaw.ca](mailto:jsands@shaw.ca)

## 2005-06 Races

- 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

## 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 you 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](mailto:jimkit@shaw.ca)

## 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.



# Rugby Schedule

The following is the game stewards schedule for the second half of the 05/06 season. I also enclose a schedule for all the games.

4 <sup>th</sup> February	B. Casidy	604-988-2053
Vs. Seattle	E. Lemainus	604-943-9123
	J. Walden	604-980-5070
18 <sup>th</sup> February	C. Price	604-222-3407
Vs. BritLions	P. Buckland	604-926-4950
	D. Sullings	604-228-0198
25 <sup>th</sup> March	N. Jack	604-922-5079
Vs. Richmond	G. McGowan	604-526-0351
	A. Willox	604-987-8415
1 <sup>st</sup> April	T. Langley	604-921-9177
	A. Roberts	604-228-8404
	N. Jack	604-922-5079

## RUGBY SECOND HALF FIXTURES

22 January	Away to Langley
28 January	Home to Kamloops
4 February	Home to Seattle
11 February	Away to Cowichan
18 February	Home to BritLions
25 February	Away to Surrey
4 March	Make up Games
11 March	Away to United
18 March	Bye
25 March	Home to Richmond
1 April	Home to S.F.U.
8 April	B.C. ¼ Finals
22 April	B.C. Semi Finals
29 April	B.C. Finals
K. Off	1 <sup>st</sup> Div. 2:30 – 2 <sup>nd</sup> Div. 1:00

## 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](http://www.vancouverrowingclub.ca)

*proudly  
sponsored by*



and





The Winter Sailing Charity Challenge 2006 Race on March 5 is the 1st annual winter sailing event of this kind in support of **The Lion's Gate Hospital's New Emergency Room**. This will be an important fund raising event for years to come and a focal point on the Vancouver racing scene. For all those sailors out there, you will be the real winner if you come out and support this event. What could be more fun than participating in the race and helping to raise money for a worthwhile cause.

[www.charitychallenge.ca](http://www.charitychallenge.ca)

***Wouldn't You Rather Be Sailing?***

## Outstations

I have received a few complaints lately regarding outstation usage and thought it might be a good time to remind members of the protocols in place for outstation use.

- 1) It is extremely important that members sign in and out. The Yachting Section needs the data to justify the costs of retaining the outstations and to provide criteria for review of the leases, to see if the space is adequate, etc. Sign-in boxes have been placed at the outstations for this purpose.
- 2) The privilege of using the outstations belongs to the member, not their vessel. The member has to be in good standing and able to produce a current membership card upon request. Members are not to leave their vessel unattended for extended periods (e.g. overnight) while at the outstation. The vessel is required to display a VRC burgee while at the outstations.
- 3) The outstations are strictly for the recreational use of our members only. Those members who may be engaged in charter, sail training or other non-recreational uses are prohibited from using outstations while engaged in these activities.
- 4) Members are allowed 3 days at any outstation; they may stay longer if space allows. However, they can be asked to vacate their slip, at anytime, if another member

requires moorage. Rafting can be expected at any outstation as space dictates and cannot be refused.

- 5) Each marina that provides an outstation has a separate agreement with the club; some include services, others do not. Silva Bay now includes power and garbage. Snug Cove includes garbage but not power. Pender Harbour does not include any services. Please remember to pay for what you use.
  - 6) If you see a vessel using the outstations not following the protocols listed, politely ask who the member is. If the member is not present, refuses to identify him or herself or is not displaying a VRC burgee, remind them of the protocols listed. If the situation is not remedied, in a reasonable time frame, politely ask them to leave the outstation. If they do not comply please note the vessel name, time, date and any other information and send a letter of complaint to the Rear Commodore for further action and notify the Marina operator immediately.
- Last but not least, when you see a vessel coming into the docks, offer to catch a line. It is a great icebreaker to meet new members or to re-acquaint yourself with old friends, you may be the one that needs a hand the next time.

*Steve Creagh, Rear Commodore*

## Use of Facilities

The Use of Club Facilities Guidelines as noted on pages 68/69 of the Yachting Directory are undergoing some revisions. Details of these revisions will be printed in the 2006 Directory.

The main revisions and those that have a more immediate impact are as follows:

- All facilities (except the Dock Workshop) must now be booked in advance at the Club Office. This will permit members to review available dates at the Club Office and book facilities at short notice. In the past Richard Lees did the bookings and we all appreciated his efforts. As an aside, Richard will enjoy not having to undertake this task. In his words, "It was a tremendous amount of work so I'm in favour of getting a break."
- Some time limits have changed. The Mast Tower can be booked for one day periods, the Work Float for two week periods, and the Mast Room, once it has been cleaned out and updated during the months of February and March, for 30 day periods. These time periods could be extended depending on space availability, nature of the projects and previously made bookings. No change has been made to the Tide Grid.
- Members need to fly the VRC burgee when using the Mast Tower, Tide Grid and Work Float. This allows for ready identification of boats using Club facilities.

*Bob Poulton, Staff Captain*



# Safety Inspections

As you know from the January ROAR and numerous postings at the club, the annual Safety Inspections will occur on the weekends of March 11/12 and 18/19.

In conjunction with the inspections, cleanup of the docks as a safety project will be undertaken. At present, items "stored" on the docks include paint cans, containers with mysterious contents, rotten wood that couldn't possibly be used, barbeques, dead plants, pipe, punctured fenders, satellite dishes, etc.

Storage of many of these items not only contravenes the Club's insurance but also in all cases is unsightly. Since members need to be at the Club for the inspections, this would be great time to cleanup the dock area around your boat and fill up the dumpster (some items such as batteries and oil products need to be disposed of in the appropriate manner and not in the dumpster).

This is also a good opportunity to clean the winter residue of green slime from your dock finger. The Yachting Section has a pressure washer that can be used for this purpose.

Your assistance in cleaning up your dock area before your scheduled safety inspection is very much appreciated. Also, in anticipation of the upcoming Moorage Contract renewal, please note that the following form part of that contract:

·If connecting to shore power, a member must provide a standard 10-gauge marine power cord with 30 amp locking plug end. Shore power connections must be waterproofed using a fitted waterproof boot or molded cable with cord end.

·Boats must be maintained and have gear as prescribed by the safety regulations of the Club and /or the Canadian Coast Guard.

·Dock storage boxes are not to be placed on the main dock, not to exceed 0.5 cubic metres (18 cubic feet) and 92 centimetres (36") in height and be sturdily built.

·The storage of flammable liquids, oily rags, and other dangerous substances are not to be stored on Club floats or premises. The exceptions are flammable liquids stored onboard Boats and within containers approved for that purpose.

·Owners shall keep the finger against which the Boat is moored and the adjacent dock areas in a clean and tidy condition. Hoses and cords are to be deployed in a way that they do not pose a hazard.

·A dinghy is to be stored aboard one's vessel or on dinghy racks but not on Club docks.

·Workshops are to be used by members undertaking active projects and not for the storage of materials.

*Bob Poulton  
Staff Captain*

## 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

## Yachting 2006 Valentines Day cruise To Bowen Island

Celebrate Valentines Weekend  
with us on February 10-11.  
Enjoy a delicious meal at  
Doc Morgans with champagne  
and roses aboard Labyrinth.  
Spoil your sweetie, she is worth it.

For more information. Please contact the  
Cruising Officer - Robbie at 604-787-0719  
or wobbie57@hotmail.com.

Please contact me ASAP. I need a head count for supplies.

After Trivia Night - Join us on Bowen.



## 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)**

<b>Monday</b>		<b>Closed</b>
<b>Tuesday</b>	5-10 pm	Carver Room
<b>Wednesday</b>	5-10 pm	Trophy Lounge
<b>Thursday</b>	5-10 pm	Carver Room
<b>Friday</b>	5-10 pm	Carver Room or Trophy Lounge
<b>Saturday</b>	Noon-10 pm	Carver Room
<b>Sunday</b>	2-8pm	Trophy Lounge

## COMING EVENTS

### CLUB

Feb. 6	VRC Board Meeting
Feb. 7	Just Singin Round
Feb. 16	Annual General Meeting
Feb. 25	Night Shift Dance
Mar. 7	Just Singin Round
Mar. 17	St. Paddy's Day

## FIELD HOCKEY

Mar. 18 Social

## YACHTING

Feb. 10	Yachting Trivia Night
Feb. 12	Polar Bear Race
Feb. 26	Polar Bear Race
Mar. 3	Winter Charity Challenge
Mar. 5	Winter Charity Challenge Chili Cook Off
Mar. 10	Pub Night

## RUGBY

Feb. 4	Home to Seattle, Social
Feb. 18	Home to Brit Lions
Mar. 4	Rugby Captains Dinner
Mar. 25	Home to Richmond

## ROWING

# 2006 February

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Rugby Home to Seattle Game & Social
5	6 VRC Board Meeting	7 Just Singing Around	8	9	10 Yachting Trivia Night	11
12 Yachting Polar Bear Race	13	14	15	16 VRC Annual General Meeting	17	18 Rugby Home to Brit Lions Game
19	20	21	22	23	24	25 Night Shift Dance
26 Yachting Polar Bear Race	27	28				

# 2006 March

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1			1	2	3 Winter Charity Challenge	4 Rugby Captains Dinner
5 Yachting Polar Bear Race/Chili Cook Off	6 VRC Board Meeting	7 Just Singing Around	8	9	10 Yachting Pub Night	11
12	13	14	15	16	17 St. Paddy's Day Dance	18 Field Hockey Social
19	20	21	22	23	24	25 Rugby Home to Richmond Game
26	27	28	29	30	31	