

The

RAR



Volume 31 No. 6

June 2006



Visiting Kiwi's perform Haka dance at the Vancouver International Field Hockey Tournament

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Hold the Press!

Just confirmed.

Mark James Fortin will be opening the Sunset music Series on

Friday June 23rd

Carver Room Deck

6pm- 9pm

Drink Specials, Raffle prizes.

"Burn your own BBQ"

June Bar Specials

Tuesdays - Free Pool Night

Buckets of Corona (3) \$12

Shots of Sauza Tequila \$4.25

Chips & Salsa \$2

Wednesdays – Martini Lounge

All Martinis \$5.25

Hot Wings 10/ \$5

General Manager's Message

June 6th marks my 1st Anniversary with the Club and I would like to take this opportunity to thank the past and current Board members along with members and executives whom I have had the pleasure to contact and take advice from. I believe the Club is moving in a forward direction and look forward to another challenging year and a great Summer Season.

Men's Washroom and Change Room

This is a reminder that the lockers in the Men's area are Day lockers only; a few lockers remain for rental please contact the office.

Wing Wednesday's

Join us in the Trophy Room for Wing Wednesday's. Sammy's Hot Wings are available direct from the Robson Street store Medium-hot-Suicide-911 (at your own risk) buffalo sauce.

GRAND OPENING Women's Washroom and Change Room Renovation

Thursday June 15th 6pm

Come and join in the official opening of the new facility. A small reception will be held in the

Carver Bar following the opening where refreshments will be served.

All Members & Guests Welcome

New Pro Shop Merchandise

New arrivals in the Pro shop come and check out our New Summer stock

Moorage Parking Line Painting June 5th 2006

Scottish Line Painting will be painting lines in the Moorage Parking Lot Monday 5th June at 7am and will need until 10:30am. Please do not park in the lot; you may use the upper parking lot at no charge overnight and the Morning.

Thank you in advance for your cooperation

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

Friday, Saturday & Sunday

"Burn it Yourself" BBQ

MENU

BBQ items to be purchased at the bar

Cook-your-own

(includes a green salad, roll & butter)

8oz New York Steak	\$9.25
1/4 lb. Beef Burger	\$4.75
Veggie Burger	\$4.75
Chicken Burger	\$4.75
Smokies	\$4.75

Add On

Baked Potato	\$1.50
Cheese slice	.50
Daily fresh side salads	\$2.50

GST INCLUDED

The ROAR

Monthly newsletter of the

Vancouver Rowing Club

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JOKERS OPEN THE "WARPED STICK PUB" AT THE VIT BEER GARDEN

Thanks to manager "Rugby guy" Dave and his dedicated group of Joker staff, The Warped Stick pub was a great success at the VIT Tournament in Burnaby over the May long weekend. After figuring out how to keep the tarp from flying off, Manager Rugby Guy Dave, outfitted his staff in the popular green hats and personalized green staff shirts to pour the suds supplied by Stella and India Pale Ale. Although the weather did not always cooperate (but Mary thought it was always letting up. The tarp maintained its duct-taped position (although the beer table is another story) and kept various hockey players suitably hydrated for the weekend. The Royal Air Force and the visiting Kiwis once again managed to keep the profits up with help from (who else) the Jokers before, during, and after the games. Thanks to everyone who helped out putting up, taking down, pouring the cans, twisting the bottles and especially Victoria for doing numerous runs to the store and putting in numerous hours.

The Warped Stick Staff

"Rugby Guy"

Dave - Manager
Meridith, Norma,
Christine, Howie, Davis,
Sarah Fernandez,
Victoria, Roydhouse
aka: hottie, Michelle,
Barb, Kristina, Trixi, Joel
King, Liz, Kieth, Boonie,
Richard Denny.
Apologies if names
have been missed. It
was a very long
weekend!!



JOKERS win MIXED DIVISION at TOURNAMENT

For the first time in Joker History (well that's the rumour anyways, we usually come last), the mixed up bag of Jokers fought hard battles all weekend to take home the Gold!!!! The finals saw the mixed up Jokers up against the speedy Kelowna group to take a 3-1 win, with Meredith and Boonie (for one game and introducing us to the "goalie start" which he one by the way), between the pipes allowing only three goals for the whole weekend. The Jokers kept with tradition and kept to the number one rule. To have fun.. And the second rule .. To have fun.. The third rule is there is a beer garden.. was foremost in the game plan.. This seemed to pay off cause the other teams weren't too sure how to deal with this style of play!!! The pre and Post games debriefings and the inspirational pre and half time chats by the Great Davis, spurned the group on to figure out what the 5, 6 and 10 degrees of separation really was. Well done.

The Team and their specialties

Davis, goal winning line save and mid game

discussions with opposition..

Boonie.. Super scooper , my boonie hit has gone
Richard Denny: Tilly hat stayed on the whole game
Stachen: is strachen coming?

Kieth: missed out on the Davis Half time 10 degrees of separation talk

Howie: absolutely the most amazing goal on the final whistle!!!

Mark: Thank god for fresh legs

Roydhouse: Hottie.. when not praying to the porcelain God

Doug: would like to play with my sunglasses on

Kris Koe: Jokers are fun

Meridith: I am not doing the Goalie start!!!

Vic: I left the cups at home

Kerry-Ann: just give her the ball

Hillarey: just tell me where to go and I shall score

Sarah: watch me take the ball off of you

Mary: I think it is letting up, likes to play in the rain

Liz: I will warm up while sleeping in the car

Norma: That bullet of a shot just missed my ear

Barb: I can't play any more games!!!

The Tournament committee saw fit to have the other Joker teams play as far away from the tournament site as possible, with the Joker women comp 1 playing at a field without a beer garden and producing a 4th place finish. The women's comp 2 team figured out they play better being short of

players especially at 8am, and Kristina finding out she was the only person on the forward line at times...they narrowly missed bringing home the hardware but still managed to attend the Warped Stick Pub!!!

JOKERS host NEW ZEALAND GOLD DIGGERS

In true Joker fashion the Kiwi team hit the UBC pitch to a back and forth game. The ritual pre match "Haka" by the Kiwis appeared to work because they scored the first goal 2 minutes into play, after that, it was an end to end game with the final score 6-5. For who, that is the question but what does it matter!! After, all headed to VRC for the famous Joker BBQ. Roydhouse, aka Hottie, reluctantly gave up his masta' bbque job to Chris Byrne who did a wonderful job of flipping burgers. How fitting, an Aussie BBQing for the kiwis. The event went well into the wee hours with another rendition of the Haka, and the Kiwi's suitably impressed with the wonderful venue and hosting talents of Jokers...

JOKING AROUND

Just because the season has ended there is always mixed hockey Tuesday at Livingston to get your hockey fix. If that isn't enough, summer training continues at the club Thursday's. For pub night and a run through the trails or a workout in the new weight room before hand, on Saturday's there is always a mixed bag of Jokers on the deck stategizing for the following season, and for the young ones who stay up after 9:00 pm .. shape shifting (dancing) at various clubs.

New Women's Washroom

The end of May will see the completion of renovations to the women's changeroom and washroom. Last year the House Committee, with our manager Keith Jolly, implemented a policy that would refrain from doing piecemeal renovations and patching. Instead, we would rebuild or renovate to a like-new standard. Certain projects may take longer but the resulting work would be to a higher standard and provide a higher level of amenity to our members. It would also be ultimately less expensive since we would not need to re-do the work several years later. The new exercise room and new railings/south stair are cases in point. The women's changeroom and washroom follow the same policy. We believe the result is worth the wait.

Unlike the men's shower area (men only notice whether there is water or not), we consulted female members to determine what women really want. Female members will immediately notice the separation of the changeroom from the washroom area. Access to the changeroom is provided by card or fob access only. This will provide additional security in the early morning and late evening. It will also provide greater privacy for members since the changeroom will be accessible to members only.

The greatest change is the transformation of a small dark shower into a bright space with adjoining drying area. The top of the wall is open to allow more light and ventilation, and a translucent glass panel provides more privacy and light. The number of showers has been increased to 6 from 5, including one for disabled persons since the shower area is now accessible. In a departure from the men's showers, the women's shower is a much brighter and colourful area with built-in niches for soap and shampoo. A large niche is also provided in the drying area for towels. Altogether, it is a much more pleasant space than the previous one and provides more amenity.

Other changes in the changeroom include a large mirror, new hair dryer, lighting and ventilation. The benches and lockers have also been reconfigured to provide more space. Recognizing the need to place bags and knapsacks, a series of large cubbyholes have also been provided.

The washroom itself has been renovated to provide easier accessibility to disabled persons by changing the entry to make it less restrictive. The old toilets have been replaced with new dual-flush types that are more attractive. Similarly, the new lavatories are a semi-recessed type that provide a little more pizzaz than the old clunkers. Above the counter is a ledge that allows personal possessions to be placed without getting wet. Also above the counter are new electrical outlets, individual mirrors and wall sconces.

In consultation with the Board of Directors and club manager, Keith Jolly, the House Committee has strived to make the women's changeroom and washroom as good as it can be with the monies available. Great thanks is given to Rob Aguayo in his role as project manager, and his firm, Onside Restorations, for their responsive and professional work.

Dimas Craveiro



Eat to Win

Part One

(Notes are from the Nutrition for Performance talk given by Jennifer Gibson, BSc, RD Sport Dietitian with SportMedBC at the recent RCA conference, February 25, 2006.)

To achieve peak performance, an athlete should keep sight of the importance of reducing their risk of injury and illness and to know how to recover and repair their body. To this end, as well as training your body to endure the rigors of competition, try to get 8 hours of sleep a night - every night - and find some time in your day to connect to some inner peace, whether this is meditation, singing, reading or just daydreaming. Also, an athlete's objective to reach their peak can be realized by eating the right foods at the right time and in the right amount.

Athletes need carbohydrates! Breads, cereals, fruits and vegetables = energy. When you exercise, your body burns up stored carbs so you make sure you restock them in your body. Some healthy options are:

- fruits and vegetables (whole and juiced); whole grain breads, bagels pitas, tortillas; high fibre cereals and oatmeal; whole wheat pastas; brown rice, wild rice and quinoa.
- sports bars & drinks for when you have no time.

We spend a lot of time throughout the year working to enhance our cardio fitness, muscle strength, and rowing technique. We all try our best to meet our nutrition needs but how are we doing? Have you ever been out on the water and found you are out of gas? Or felt absolutely listless in the gym? Within 15-30 minutes after training is complete (on water or dry land), our bodies need carbohydrates + protein + water. It is very important to restock your muscles as soon as you can otherwise your muscles start looking for nourish-

ment from the wrong places and this can hurt your performance.

Within 2 - 3 hours after training, we need to eat a mixed meal, including carbohydrates and water, with proteins and some healthy fats. (examples of some proteins and healthy fats are: meat, poultry, fish, seafood, lentils, beans, tofu, eggs, milk, yogurt, cheese, nuts, peanut butter, and supplement bars.) We all want to think we are eating well but when it comes to race day in particular, many of us just guess at what works best. Below is a nutrition guide to follow for race day.

It takes the following time periods for your body to process:

Carbs	1 - 2 hours
Proteins	3 - 4 hours
Fats	4 - 6 hours

Know your body and what it finds hard to digest or easy to burn. Three hours before one of my first races in my Novice year I wanted to make sure I had plenty of energy so I ate two eggs over easy with toast, peanut butter and jam thinking I had plenty of time before my race. I was wrong and to this day, I consider that race to be one of the toughest races I've experienced.

Part Two

The most important concept in this article is HYDRATE YOURSELF! Don't wait until you are thirsty to drink water. Make sure you drink enough before you begin training and supplement that throughout your workout. You can drink straight water or make your own sport drink. Mix half water/half juice and a pinch of salt and you've got homemade Gatorade!

Before a workout, drink two to two and a half cups of water two hours before you begin and if you can tolerate it, drink half to one cup 10 to 20 minutes before exercise. If you are going to be training or competing for longer than one and a half hours, take along a commercial sports drink

because over time your blood sugar will drop and this will wreck your performance. Also, if you are exercising in warm temperatures for longer periods of time, you can lose too much body salt and develop a dangerous condition causing headaches, disorientation and, in extreme cases, death. Drinking a commercial sports drink that contains salt will rehydrate your body and replace some of the salts that you are sweating away.

Be consistent with your hydration habits. A guideline to start with is half to one cup of fluid every 20 minutes. In hot conditions, it could go as high as two cups every 20 minutes. Do not rely on your body "telling you" it's thirsty. After exercise, replace the fluids that were lost. Rehydrate yourself within two hours of completing your workout.

Some race day reminders:

Less than 30 minutes between races - **Water and/or sports drink**

1-2 hours between races - Carbs + **sports drink** (as tolerated)(eg. 4-6 crackers + banana + sports drink)

2 or more hours between races - Carbs + **sports drink** + small amount of protein as tolerated (eg. peanut butter sandwich + yogurt)

Here are two sample meals to eat the night before a race:

Sample Meal #1

- Skim milk
- Pasta with vegetables & meat sauce
- Green salad
- Fruit

Sample Meal #2

- Water
- Piece of salmon
- Rice pilaf
- Steamed vegetables
- Frozen yogurt & oatmeal cookie

As a general meal guide, follow the Canada Food Guide, which has four main categories: Grain, Vegetables & Fruit, Milk, and Meat & Alternatives. The diagram below represents a dinner plate, which

Meal Type

Pre-training foods: Carbs + Water

During training foods:

Post-training foods:
Carbs + Protein + Water

When to Eat

Approx. 1 hour before exercise.
Eat these foods while on your way or just before you leave

1st hour
After 1st hour (30-60g of carbs per hour)

Within 15-30 mins. Try to ensure that re-fueling is the first thing on your mind once training is complete
Remember to have a mixed meal within 2-3 hours after rowing

What to Bring & Eat

- 1 bagel with jam + sports drink
- 1 fruit + energy bar + water
- meal replacement shake + water
- milk/yogurt + fruit + juice
- water (1 cup every 20 minutes)
- sports drink
- energy bar + water
- fruit + water
- crackers + water
- milk + fruit + water
- meal replacement bar + water
- yogurt + juice + water
- meat sandwich + sports drink + water



you can use as a visual aid to help you plan any meal of the day. Jennifer Gibson recommends that approximately half of any meal consist of vegetables with the next largest group of food on your plate being grains (this includes rice, pasta, bread, potatoes, etc.) and the smallest portion size is protein (a portion should be about the size of the palm of your hand). To complete your meal, have **water, milk** or yogurt on the side. Try a fruit for a dessert. You can aim to have three out of the four food groups at every meal and two out of the four for snacks.



Jennifer Gibson is a registered dietitian who manages the Total Sport Nutrition (TSN) program in Vancouver. Jenn provides guidance to high performance athletes, coaches and teams on issues such as hydration, weight management, supplements and sport-specific energy and nutrient requirements. The TSN program is the first of its kind in Canada and is a not for profit organization, with 100% of proceeds going back into BC athlete development. Contact Jennifer for more information at: jjgibson@sportmedbc.com or visit www.sportmedbc.com, click on programs and services and choose sports nutrition.

Play safe – Carolyn Thompson, VRC Rowing Safety Officer

A Funny Thing Happened on the Way to the Regatta

With all the preparation, transportation of boats, and rushed rigging that happens for a regatta, some unusual things happen. My first experience with misfortune occurred in my first year rowing. With an accomplice, we had driven the trailer to the Northwest Masters event in Vancouver, Washington, across the river from Portland. Leaving late and encountering heavy traffic made us very late, arriving well after dark at the regatta site. Knowing we were to race very early in the morning, the decision was made to rig the straight four (without coxswain). Barely able to see, we nevertheless retrieved the riggers from the trailer and proceeded to place them on the boat, more by feel than sight since there were no lights available by the lake. They seemed to be especially difficult to bolt and the work was accompanied by one or two expletives and some physical persuasion to get the damn things on. Eventually, the work was completed and we headed to the hotel for a well-deserved rest, taking comfort in our good work.

The next day, our crew assembled and were pleased we had taken the time to rig the night before. Taking to the water, the other three crew members immediately began complaining the boat felt very rough. Since we were a new crew, we assured each other it would only get better. It didn't. With little time to spare, we hurried to the start line. Right from the very start, the boat rocked violently with each stroke.

While some of the crew had difficulty keeping their oar in the water, others had difficulty getting it out with oars immediately diving. I really didn't know why my fellow crew members were complaining so much. Having completed one year of rowing, I felt somewhat smug in that I wasn't having any problems other than those caused by the violent exertions of my crew.

Somehow, we pitched and dived all the way to a dismal finish. Hauling the boat out of the water, it was discovered all of the riggers, except mine, were in the wrong locations - even the wrong side. This

really plays hell with the angle of the oar as it enters the water and makes it impossible to row well, if at all. There is something always learned from misfortune; I never rig in the dark any more.

Last year, while watching races at the Head of the Lake in Seattle, I had a great view of the events from the vantage point of a bridge. Generally, the crews were marvelous to watch, especially the eights with their power and precision. The overhead view provided an unusual opportunity to see the best and worst of rowing.

Watching an old guys quad approaching, I sensed the Bowman steering the boat to be quite new to rowing. Missing a marker, the quad collided with a young women's quad under the bridge traveling back to the start. After disengaging themselves, and not considering the damage they did, they collided with another quad going in the same direction as the young women.

Again, they continued in an erratic course to the finish line. There, they collided with an enormous finish buoy that enveloped itself around the bow. Luckily, it was an inflatable type and they only suffered the indignity of extricating themselves in front of a large crowd.

At the same race, and from the same bridge, I saw a young lad about 14 rowing furiously to the finish line. As he approached, the crowd on the bridge welcomed him and shouted wonder at his attire. Looking up at the crowd, even hard rowing could not hide his embarrassment.

He was very skinny with stick-like and very white legs poking from long voluminous shorts. Around his ankles were his sweatpants, giving the impression the pants were so big that they had fallen around his feet and he was rowing in his underwear. It appears the young fellow was in the process of removing his pants when his race was called. And thus he rowed.

Undoubtedly, his feet were quite warm but he suffered the embarrassment of the crowd asking him to hoist up his pants.

By Dimas Craveiro

By Dimas Craveiro

The Executive Suite

New Time for Rec Program

A number of rowers from the recreational program attended the last executive meeting with their coach Jason Cameron to make a pitch for additional rowing time beyond their two sessions on Friday evening and Sunday afternoon. After considering suitable times and the nature of the program, in addition to availability of boats and number of rowers on the water, it was decided to launch a one month trial where recreational rowers would row Tuesday evenings. To mitigate congestion on the dock, the launching time for the recreational program would be 6:30, compared to 6:00 for the masters.

Coached Program Subcommittee

A member survey revealed that compliance with safety requirements is generally good but clarification is often required. Members are

generally happy with the program structures but many would like more workshops and seminars. Seminars on coaching and coxing are being pursued and dates will be announced. A workshop on coach/safety boat operation will be conducted June 4 with a representative from Transport Canada.

Junior Program

Kathi Nickic has resigned as Junior Program coach after carrying on by herself for some time. It will be difficult to replace her but a search for a new coach is underway. In the interim, Andrew Ling has offered to assist and Robin Black has offered to drive the trailer to regattas. Thanks to both for stepping in.

Section Strategic Planning

Angus Dinsdale made a presentation to the executive on the concept of a visioning process for the rowing section, in parallel with the intended process for the club as a whole. Many changes have occurred in the last few years and programs

have evolved considerably since their inception. To some extent, we have become victims of our own success. The proposed process would examine our current structure and look at where we have been and where we might go. Following the presentation, it was determined to allow the process to proceed with member involvement.

Safety Concerns

Safety continues to be a priority. Our Rowers Handbook is being revised with revisions made to the safety provisions. Additionally, a safety subcommittee has been implemented to examine our safety procedures and make new recommendations. Efforts have been made to establish and maintain contact with other Harbour users to make them aware of our rowing times. To date, we have established contacts with regulatory agencies, floatplane operators, commercial users and residents of Coal Harbour. In particular, the residents have been very helpful in noting problems and conflicts. Those same highrises that give them incredible views of Coal Harbour also provide watchful eyes on the activities below.



LAMB BAKE at Montague Harbour

Well it started well enough as I went to the airport to collect my friend Ron who was flying in from Toronto. He was to sail to Gabriola Island with me as he has his house there, and I almost always welcome the company.

We motored into English Bay with hardly a breath of wind, but a big lump in the sea. There must be a storm somewhere over the horizon, I thought, because we had a nice sunny day and there was no excuse for this. The boat bounced along in a very uncomfortable manner as we motored towards the

Bell Buoy and he QA buoy, where we could see a wind line.

BOOM, we had 15 knots of wind right on the nose, of course.. I hoisted the main, jib and staysail to see if we could cope. Well we could, but only if we motor closer to the wind than a course to

Porlier Pass if I sailed without engine, and that was not on.

We made reasonable time, but it was really uncomfortable and we were glad to arrive at the VRC outstation. Taj and Barb of *Blue Max* were there, as were the good people from the Maple Bay Yacht Club who look after us when we go there. I didn't realize they had taken up membership. Within an hour the docks started to fill up. The first boat was a HUGE Navigator 56' power boat, followed shortly by the big Bayliner *Bossy Lady* which pulled in behind *Perihelion*!! They managed it by tying the stern up to the dock behind me and then tying the bows of these two boats together some 20 feet off the end of the finger. It pays to be inventive! Then another Navigator 56 pulled up on the outside, but they were members of both our club and the Thunderbird Club. By the time I placed my weary little head on my pillow, the place was jammed. I wish I had been able to spend a bit more time with everybody, because we have some great new members, and some old ones with new boats. Our outstation is attracting all sorts of people that we don't often see and this was only Wednesday!

I awoke to the thunder of big engines and

watched as the docks emptied and I went to visit my friend. By the time I returned, the docks were full again, with a completely new shift! A new member with a 28' Carver power boat pulled in, and then the Bonkoffs in *Quietly* arrived. Suddenly the whole world seemed to arrive at once. I went to my friend's boat for a BBQ with all good intentions of returning for an early night. I did well, and we had an excellent evening, before I left for my bed, feeling "holier than thou" and sober as a judge, and that's where everything went wrong. Jonathan and Kuro arrived with their *Penache* and I could see the



VRC boats are wedged in at Silva Bay Outstation.

outstation was full, so my friend Ron agreed to let them raft on their boat. That was really nice of him I thought. I was off back to my boat then

and as I arrived the Commodore sailed slowly by looking for a space! Heck! If we shifted a boat we could just fit him in, and as the "grand fromage" we should do our best for him.

We wedged him in and I left for my bed, again. "Hey Evan, come over and have a rum", ordered

Dick. I declined and told him that I wanted an early night and made my excuses and was climbing into the cockpit, when Jim Mansley and *Ashram* arrived. If he rafted on my stern between me and a smaller Gulf 29 sail boat that had slotted in behind, we might just leave enough room for the guys of Schooner Cove Yacht Club if any

arrived. I helped him tie up. Then *Kiltlifter* came along and gave up, seeing the place bulging at the seams as did John and Viola Evans on *Summer Song*. But that was not the end of it, because *Alchemy* slid in beside me too! How they all got in, I don't know, but he is a lot smaller than *Kiltlifter* and thinner, he's a J35 I think. We managed to get 11 boats into our outstation with *Contessa* bravely making it over in some interesting conditions to moor right under my bow.

Dick was sitting on the deck of *Little Voices* with Dora Lee and friend Phil and asked again if I wanted a drink. Well, by this time I had weakened. What can I say? We ended up with the crew of *Alchemy* and *Little Voices* on the *Perihelion* drinking communist rum from Czechoslovakia and watching videos of dhow racing in Dubai, if my memory serves. Rats - so much for an early night.

The following morning is hazy, but many boats left for the lamb bake at Montague to get a spot on a buoy. I stayed another day to drop off Richard Boyce-Sergeant's mast (broken in 5 places, don't ask!) for repair and then pick up the little lambs and pig from the great butchers at the Silva Bay Inn next door. The pig alone was 109 lbs. We had to borrow their truck to get it to the boat! Then we packed it with ice and wrapped the 3 little bodies in a tarp and set off. My crew for the day were good friends Larry and Kelly, and the latter couldn't look at, or discuss, the bodies under the tarp, and from then we had to refer to them as "the packages"!

We couldn't sail Saturday AM as we headed south and the wind rose to 20 plus knots on the nose. Some had a bit of a time of it and some had a great sail over until they reached Porlier. But about 150 people made it to the party! That was 50 over the estimate - we really must try and book earlier! I brought 7 guests and had only booked for 5, so I

Nobody believes Bernie of *Bedlam II* when he tells us how old he is!!





was a guilty as the next guy, but Robbie and Ruth did an amazing job to keep it all together in the face of a huge crowd.

This is the first time Robbie attempted the Lamb Bake and he did a great job but I think maybe he got confused with the size of the beer barrels required. Why the club didn't spot this when they gave them to him I don't know! But we all made do and I have to say that I really enjoyed this one. We had rain, sun, birthdays and good friends.

The rain got pretty heavy and towards the end of the evening I thought it best to head back to the boat, as I didn't have waterproofs. I got drowned anyway, but the boats were warm and dry and we spent the rest of the evening finding different ways to make Martinis.

I was due on the hard in Maple Bay for bottom painting the following day and left early or tried to. When I checked everything, I found water in the oil - AGAIN!! I had obviously got excited when I anchored and everyone rafted up and forgot to turn off the water intake again. I remembered 2 hours later and by then it was too late. I managed to borrow an oil pump and sucked ¾ gallon of water out from the sump before trying to fire it up. But the cylinders were also full of water so she would not turn over. I cracked the pressure off the injectors to let the water out and turned her over again. It worked no worries and I was soon under way. I have to fix this silly problem. I tied up at Maple Bay Yacht Club for the night where one of my guests had also just arrived, and we sat down to figure out the problem with the water in the engine. I have an expensive 'Groco' anti-siphon valve in the loop that is higher than water level. You would think it would

work. I had paid over a \$100 for it some years back and it had NEVER worked!

We took it apart and found half the guts missing! Somebody must have pinched the essential parts while it was on the shelf in the shop, the buggers! We pulled the valve out of its innards and I fitted a tap in the top that I will take up to the cockpit later and be able to turn it on and off from there. Or I might just be sensible and get an electronic valve that turns off when I switch the motor off. Now THAT would be thinking! My friend Larry, who works in the business of engines is convinced that the Volvo engine I have would run on gerbils for fuel and old soup for oil. It has put up with so much that I think they should patent it!

The boat was hauled out first thing on Tuesday and pressure washed on a concrete pad that has a settling tank. Mussels and so on are simply thrown in the garbage, the water is separated out and the heavy stuff is pumped out every now and again. It works and it conforms. Why can we not do this? Am I the only one who is upset that this is costing me money?

Anyway, I stayed on the hard overnight and let the paint dry, but it rained so hard that by the time morning came I was doubtful if the Travelift would lift her without taking most of it off again on the lifting straps. Sure enough, when I got to the gas dock to fuel up I spotted some damage from the straps. I went back and retrieved what was left of my paint, and we touched her up as good as new and I was off for home.

Stephen Lindstrom has taken over the boat yard and is investing some serious time and effort, let alone money, in getting the place up and running



Poker Run June 11

Start time: 0900 hours – VRC

All vessels must register prior to Poker Run. Each vessel will receive instructions and clues for the Poker Run prior to the start.

Motive: Each boat will be given clues to find the checkpoint stations where they will receive a sealed envelope with a card. Five cards must be collected at checkpoint stations for a complete poker hand. Bonus points may be earned from clues along your route. Wash and Polish your vessel as each participating vessel will receive a professional 12 x 18 photograph

Distance: 29 Nautical Miles +-

Entry fee: \$12.00 per boat

Deadline return by 1800 hours at VRC

Participants will meet on the Patio for refreshments. Hamburgers will be available for purchase at the bar. Self serve barbecue available for cooking.

Bring as many crew members as you want as a team theme and team flag will earn you extra bonus points.

THIS IS NOT A RACE! HAVE FUN

like the first class operation it should be. The whole hard standing area will be concreted shortly (it was stone chips when I was there). The Travelift is new and the crews who look after you are great people. My haul out and back in, pressure wash, painting and one night on the hard (I supplied the paint) came to \$615 or so, probably half what I have been quoted in the Vancouver area. You can get more information by calling 250-748-9199. Oh, and I have gained 2 knots under power!! I will let you know what I have gained under sail when I see some wind!

A really enjoyable weekend at the lamb bake, and again, I want to tell Robbie Rampaul, Ruth, Kina and all the other helpers - THANK YOU for making it all happen. We really appreciate it. And it was great to see so many new faces along with the old, and I am not referring to you Bernie!





by Evan Seys

SUN TAN SERIES – MAY 14, 2006

I missed the last race and was looking forward to this one as *the sun was out!!* At last, summer seemed to have arrived and I went down to Alex Cregan's *Argosy* at 9AM. Coffee on Peter Moore's boat was first and Alex joined us moaning about his dirty bottom, again!

As we headed out towards the bridge we hoisted the main and got the lines run and generally put everything together, and by the time we arrived at the start line in the middle of English Bay we were ready to go. But there was virtually no wind – again!

Matt Millar, our Fleet Captain, had taken on the job of committee boat as there was no volunteer to do the job this day. We could really do with a volunteer to help out here, so if you have a sail boat or a power boat ask to get involved, you might really enjoy it, and you will certainly meet people. Matt was on his own in the chase boat, towing a marker buoy.

This would be hard, I thought, but good on him for stepping in. We milled about with 20 boats as he sorted himself out, dropped the pin, anchored the chase boat, put up the course board, checked boats in – and then ran out of time and had to hoist the postponement flag. I felt for him as we hoisted our #1 genoa and the breeze started to fill in from the south shore.

We tacked back and forth and Alex started to moan about a lack of crew in the building winds. I could tell this was going to be a tough race! I was on the helm, Peter Moore was trimming and Alex had to do the foredeck. "I am NEVER going to do this again!" He wailed. Then it was decided that maybe we had the wrong sail up and needed to drop the #1 and put up the #3. Alex went up forward to look after it and Peter went to help.

"Postponement flag is down" I yelled. "I don't give a f***" countered Alex, wrestling with the sails.

"Five minutes" I informed the foredeck. "Who cares" screamed an increasingly agitated Alex. Time was ticking away and it was getting to him. I couldn't resist it.... "4

minutes". "Look, just sail the f***ing boat and do your job" was the immediate response. I looked about at the gathering fleet and decided that the best possible thing I could do was to heave to and hold position, and that way everyone would have to get out of *my* way. I needn't worry any more. If we were to start the position we were in was optimum. If I moved anywhere I would be in trouble on port, or in an untenable position. Stay put.

"1 minute" I said as quietly as possible. Alex was close to getting things done, but this was too much! He looked up, "you're on the wrong side of the line you stupid bugger! Get the bloody boat in position!"

Now it was my turn: "Look, you senile old bugger, *I am* in the right position, just get the bloody sail up, and you do *your* job, because I am doing mine!" I countered, my voice several octaves higher than normal. "30 seconds!!"

"Oh, yes, OK. Hold her there!" as if it was his idea. Then up went the sail and Peter came rushing back to trim the sheet. I went for the line in a herd of other boats.

"OK, Go!" Yelled Alex. I must get him to see an optician! But we had gone, and blow me down if we weren't right there amongst it all. This was turning out to be a great start! We were at the pin and wind end and charged off on a great starboard tack for the beach at Jericho. "Go for the beach!" Yelled Alex. "I am NEVER doing this again, EVER" he confirmed.

I noticed *Havoc* climbing higher than us and one other as yet unidentified boat, but otherwise we had gotten a great start! Our speed was down because of Alex's dirty bottom but we were pointing really well, and did really well against some impressive boats until somehow *Tenacity* went by us! Had he been taking evening classes? He never beats Alex boat for boat! Dirty bottom!

As we approached the windward mark at the Bell Buoy, we had been overhauled by *Spendin' Down* (a Bavaria 34) on the last reach, as we had both overstood the mark a bit. But by the time we rounded we were right

on their heels. He got his spinnaker up much quicker than we did as we went wing on wing for a while. Alex was taking a rest as he didn't want to do this *ever* again! The breeze had got up to a good 15 knots and he was concerned about the hoist with a short crew. But eventually we got it up and charged in pursuit.

Now Alex is one of the best downwind sailors around and sure enough, we started to catch the others. Sailing "by the lee" with the main threatening to gybe at any moment is what he does best and we made huge ground and overtook *Spendin Down* well before the Kits Barge Buoy and were reeling in *Tenacity*.

While all this was going on I heard Sabrina on the radio talking to somebody, but couldn't make out what they were saying for Alex's language, but suddenly I turned round and there they were – BEHIND US! A huge spinnaker, with an exhausted sheep on it, was straining under the pressure.

Why were they behind us? And they soon blew past us before we reached the mark. Boy, they were going. What had happened? Perhaps they were collecting sand for another island like the ones they are building in Dubai or maybe they had stopped by at "The Imaginary Yacht Club" at Spanish Banks. If you remember,

Lyle informed us of this reciprocal agreement that the race committee negotiated back in 2004 that allows the racers to make use of "The Imaginary Pier" as a stopover for the beach, BBQ, theme park (remember Alex skidding down the water slide in his underwear) and picnic facilities. According to Lyle, preregistration at the pier is not required prior to grounding.

The only requirement is that you do not turn on your depth sounder at any time during the race, do not believe the reading it is showing, or a case of beer is blocking the view of the instrument. In any case there were LOTS of rumours but I'm pretty sure I heard an echo from Sabrina "I am NEVER going to do this again!"

We made the mark and headed for the



QC buoy on a reach. Damn, *Spendin' Down* was catching again! I was determined to protect the windward side and keep the boat heated up as much as possible, but she still came on and tried to take us to leeward. As we rounded the mark we were able to point higher and so managed to keep the high side and give him dirty air for quite a while.

Then we tacked on the lay line, and they started to catch again. By the time we were 15 yards from the finish line we had missed the lay line and had to tack again, but so did he. We had been trying to keep the boat speed up so we instantly tacked ourselves, still to windward. This allowed us to flop over the line and beat the, Phew! What a great tussle!

Our constant nemesis *Mackai* was way back so we were sure we had still beaten them on corrected time, and it looked good for a reasonable place. "Beer!" shouted Peter. "We must have beer, now", insisted Peter.

Then Alex proved that he must be ill because he admitted to having NO BEER on board at all! He had almost lost his voice from shouting and I had a bit of a croak myself from answering back! "I AM NEVER GOING TO DO THIS AGAIN!" growled Alex. But the sun had shone and it was reasonably warm and it had been a great sail. What more could we want? "Beer" shouted Peter. We motored back to the clubhouse.

Havoc was busy cooking the burgers today and we all found a table and sat to discuss the day. The results were read out and we came 7th or something!! What? I thought we had done better than that! I guess it must be my driving!

But that was not the end of the day, because Matt Millar came up to me and asked if I cared for a ride in the chase boat. Before I could protest the frivolous use, he added that he had forgotten to bring the pin back and needed to get it.

Peter offered to accompany him and I stayed with my beer. 20 minutes later my phone rang and it was Peter telling me that they had run out of gas! Oh, bloody hell. I asked the table if anyone wanted to come with me on the *Perihelion* and go and get them, and they all trouped down to the boat with me. An hour later I was taking them in tow about a

mile the other side of First Narrows, and off we went to find the pin. It's a bit like finding a needle in a haystack, but funnily enough we came across it on the first try, picked it up and headed back to the gas dock. Alex and I had a screaming match on the way just to keep in practice, and finally tied up to get gas and diesel for me and my trip the following Tuesday.

I have to say that the service at the Chevron Barge was appalling and we were treated extremely badly by a very ignorant attendant. We will be sending in a complaint, and I suggest that if you need fuel, get to your

destination and get it there. Those people do not deserve the business.

Poor Matt Millar was devastated at what had happened. But we now know that the gas gauge reads ¼ full when it is empty! He had to buy me a Scotch for my trouble, which led to more trouble for my head in the morning. Good day though, and Alex and I will no doubt be speaking again soon!

Full results are on the VRC website at www.vancouverrowingclub.ca

The Vancouver Rowing Club presents
THE MUSTANG Summer Regatta 2006

featuring the 12 piece Afro-Funk Juggernaut

July 8th and 9th

Friday July 7th
 Skipper and Crew Reception
 Complimentary Beverages
 and Hors d'oeuvres

Saturday July 8th
 Complimentary Continental
 Breakfast
 Distance Racing in the
 Vicinity of English Bay
 Baron of Beef Buffet Dinner
 Dancing to the "Afro-Funk"
 sounds of "Five Alarm Funk"

Sunday July 9th
 Complimentary Continental
 Breakfast
 Racing in English Bay
 Burn-Your-Own BBQ
 Awards Presentation at VRC

also sponsored by
 Peacock and Martin Provisions and TOS

details at www.vancouverrowingclub.ca go to yachting



SAILPAST – 2006

Forecast: Rain, starting at midday after a dull start. Wind from the SE rising to 20 knots. Small craft warning!

Good heavens! This was going to be a laugh. I got up at about 7AM to start getting the boat together and then go up to the clubhouse for breakfast. You know what? For \$15 this day was going to be 12 hours of cheap entertainment. I got a coffee and got the first box of yearbooks from the office and started to hand them out. For those of you who did not attend the sail past, you can collect your new yearbook at the office anytime, but whatever way you look at it, you missed a great day. You should have been there.



Breakfast is laid out as Matt Millar checks out the croissants.

Then my crew started to arrive and we made our way to the boat to get ready to lead the sailing vessels of the fleet past the Commodore's "barge"! Our job is to circulate in the bay allowing vessels to slip into the line with a bigger boat in front of them. That way the biggest is first and in reducing order down to the smallest. The principle is that big boats go faster and boats do not start running over one another. We started to reach back and forth between the QC buoy off Stanley Park and the Jericho beach area, and heard the first problem as the chase boat roared back under the bridge to save *Namba* after they had lost their power. Suddenly it's handy having little *Boston Red*!

Our first run at the beach was good and we were making some 6 knots as boats started to fall in behind, then we tacked back and made our way towards the Commodore's vessel, and that's when I spotted *Bedlam II* heading our way on a port tack. We, on starboard with right of way, maintained our course and waited for the black bullet to tack away and fall in behind, but no! He kept on coming! Jees!

I gave him 5 short blasts to wake him up as he was flying his huge 185% deck sweeper of a genoa and I thought maybe he couldn't see us. He kept coming. If he didn't tack now, we would end up with a hole in the side. *Bedlam* is a very sleek 41' C&C with a VERY pointed bow! He was coming on like a torpedo. I gave him another 5 blasts and then just leaned on the horn button. There was no way the *Perihelion* can tack quickly enough to avoid a collision. We HAD to attract his attention.

"STARBOARD!! Tack away you stupid %x#@?!!" shouted Alex Cregan. I knew there was a reason that we had him aboard, because suddenly Bernie's head popped up from under the skirt of his big sail. His eyes went the size of dinner plates and his boat span in its own length literally under our bowsprit leaving a big whirlpool in his wake. I had started the process of altering course in the vain hope of salvaging something from the wreckage and maybe only taking a glancing blow, but we missed one another by inches. *Bedlam* must have been doing 8 knots coming at me from a 45 degree angle off my port bow, and because I was doing 6 in the 10-12 knots of breeze the impact would have been catastrophic. As they pulled away poor Bernie and "Mamma" waved apologetically and I noted that the colour was coming back to their faces. We plodded on in the hope of calmer waters, but seriously considering loading grape shot in the cannons in case anyone should try that again!!

We all calmed down and sailed the boat with a nest of Hunters, led by *Kiltlifter* immediately behind us, spilling wind so as not to run into us (I really must get my dirty bottom looked at!). The rest of the fleet consisting of some 20 boats followed behind, except for *Brer Terrapin* who was trying to overtake us all on our starboard side. I got him on the radio and told him that I needed to tack and would be running right into him if he stayed there. Chris Ruck was just having way too much fun, so I thought I would tack anyway. *Everybody* tacks quicker than we do, so there was no danger as we headed back towards the southern shore. Matt Millar, running around like a sheep dog in the chase boat keeping everybody informed of where they



Just some of the boats following us in line astern. Well almost all of them!

should be, let us know that it was nearly time, and I thought if we timed it right we should be able to go to the beach, turn around and head for the Commodore's vessel and slip right in behind the power boats. I was so proud of everyone, because in all the years I have been doing this, I have never seen such an orderly line astern. We passed at just the right time, saluting and dipping our flag in the time-honoured manner, and then, enjoying the breeze and calm waters, we went off for a sail with a bunch of other boats who also failed to resist the urge. It was great! Then it started to rain. Yuk!

We headed back to the club and our dock for a light refreshment and suddenly Bernie and "Mamma" were there apologizing and swearing to buy me a bottle of something (they did - Grand Marnier)! I really did feel for them, because he is in no way dumb on a boat, and it just goes to show that even the best of us can make the odd mistake. He is completely forgiven. No worries.

Then others turned up and we ended up having a high old time before heading to the bar for a BBQ and dance to the music of the "Kingpins". Susan Beech and all her volunteers made the night a huge success as usual and the evening was great. Put it this way - I had WAY too much fun, and wisely I think, stayed on the boat for the night and most of the next day!

Well done to all those who helped, especially Susan Beech and Matthew Millar and all their helpers. You make these days what they are and we all really appreciate it.

Our Commodore Dick Murray and his lady Dora-Lee had a great day, I have no doubt. We salute you on this your day.



Fleet Captain's Corner

Rumours, Repentance and Rebuttals

Greetings fellow members, allow me to introduce to you this new and amusing gossip column for your literary enjoyment, featuring the latest 'Scuttlebutt' from your Yachting Section.

June is now upon us, and we are well into the summer cruising and racing seasons.

It all began on May 6th when our fine fleet set out for English Bay wearing their best colours to salute our Commodore **Dick Murray**, spouse **Doralee Rake**, Club President **Mark Lewis** and distinguished guests.

For our Vice Commodore **Mark Evans** and the 'Vice's Nice' **Denise Dombrowski**, making it out to the parade almost didn't happen aboard 'Namba' as they suffered an engine failure shortly after leaving the dock – but thanks to **Brent Sands** on 'Aorangi' they received a tow to the marshalling area, and the parade commenced soon after.

I wish to thank all the diligent skippers who followed my commands of order with military precision. It was quite an effort of coordination, as I was playing the role of both an Air Traffic Controller and Herding Sheepdog at the same time, but the end result was a parade so orderly it made the Red Army envious.

Many thanks also to Entertainment Officer **Susan Beech** and her volunteers who worked tirelessly for two whole days ensuring nothing but the best food and musical entertainment prevailed.

The recent Sun Tan Race of May 14th saw a great start with 20 knots of wind on a course to Point Grey. Your Fleet Captain was single-handing the Race Committee this day, and racers take note – this is way harder than single handed racing, and dexterous feet came in handy.

Matt Wagstaffe and the crew of 'Lordelpus' were so far ahead of the fleet as they rounded the weather mark that they decided to exercise our reciprocity with the Spanish Banks Yacht Club. During their brief stay at the SBYC, the crew enjoyed beverages, while the bottom of 'Lordelpus' was being cleaned with extra fine grit, care of the full use tidal grid. Not a bad full service facility, those that need to clean their hull and cannot do it at our club take note! Although a clean bottom now gives them a 1/10th knot of boat speed, that pit stop cost them the entire race - and put them well behind their usual podium finish.

Of course, they weren't the only ones to stop for lunch...I ducked into Granville Island to stop at the deli and wait out the Gale. It paid dividends, in that I was able to chat up the interest of a J35 'Mojo' to join our race fleet – look out for him on the course in the near future. Meanwhile, a quick radio call to our Race Officer, **Brent Sands** confirmed that 'Havoc' had rounded the final mark and was heading to the finish. Now, it would be prudent for the Race Committee to be at the finish when boats are finishing! There it was, a literal race from False Creek between myself and 'Havoc' to the finish so that I could take their times. Thank goodness for 225 Horsepower.

I would also like to thank our club comedian and security professional **Peter Moore** for joining me on a "Three Hour Tour" later that same evening, as well as **Evan Seys** and the competent crew (except **Alex Creagan**) aboard *Perihelion* who came

to our rescue.

This May Long Weekend found our **Cruising Fleet** over in the refuge of Montague Harbour for the annual Lamb Bake. The absence of a 'Full Moon' due to the wet weather and overcast skies was strangely celebrated by most of those who caught an unwelcome glimpse of it last year, leaving the 'astronomers' somewhat disappointed. Needless to say, thanks to Cruising Officer **Robbie Rampaul** for organizing this event, and the Lambasting nature of a few usual suspects, the Roast this year was most succulent. In celebration, a pseudo May Pole was formed using the mast of *Perihelion*. Corks were popped and toasts were made as **Ruth Blomgren** and all the pretty maidens in gowns Morris Danced about the decks of Evan's yacht with multicoloured halyards in hand, celebrating the end of another successful cruise.

For those of you who are only reading about these happenings, I encourage you this June to come out and participate in our **upcoming events** and there is a chance that you too might receive an honourable mention! There is of course the **Dock Party** on the evening of June 9th. On the same weekend, Sunday June 11th there will be a **Poker Run** for all vessels, Power and Sail, graciously hosted by our Power Officer **Chris Christoforou** with a winning prize valued at \$500. And for our Racing Fleet – **The Mustang Summer Regatta** as advertised, July 8th and 9th – Be there! All details can be found in this and future editions of the ROAR, as well as on the website:

www.vancouverrowingclub.ca
Matthew "Malcolm Parry" Millar,
Fleet Captain

NOTICES TO MEMBERS

(read these, they are important!)

- We still need volunteers for the STRATEGIC PLANNING COMMITTEE. Anyone interested in sitting on a committee to plan the direction of our club and section should contact our Commodore, Dick Murray at murraylv@hotmail.com.
- You will be delighted to hear that the BOWEN ISLAND OUTSTATION will be taken again for next year and, civil strife and acts of God excepting, for the foreseeable future. Hooray. Well done all of you for responding in such a positive manner.
- Fred Grimann (co-chair of the event) informed us that the Charity Challenge was a success again and we have raised some \$67,000. Well done all those who made the effort to get out there and to those who raised funds and helped in this important event.
- The POKER RUN on June 11th is now open to ALL TYPES OF BOATS from the VRC. If you wish to enter this fun event you should contact Chris Christoforou at xt04ou@telus.net
- Those of you who have not been able, or have simply failed to respond to requests for your DUES AND MOORAGE FEES to be paid are now in the unenviable position of having their NAMES POSTED in the club and at the gates. Not very nice, so do please get this important matter dealt with.

- June 9th there is a DOCK PARTY and if you have sponsored a new member, this would be a great time to bring them along and introduce them to others in the club.
- Don't forget the JULY 1st cruise to Nanaimo. All boats can anchor off Newcastle Island (Next to the Dinghy Dock pub) and we set up a BBQ and all sorts of activities at one of the BBQ pits there. Put it in your diary.

Martin 242 Sailors
You're invited to the 2006 M242 North American Championships, Sept. 23/24 at Royal Vancouver Yacht Club. We offer you and your crew billeting, M242 moorage and trailer storage. Fun social events are scheduled for Saturday and Sunday evenings with lots of prizes!
Alan Drinkwater, Chair
Simply Red (#8)
alanrdrinkwater@hotmail.com



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

June 6	Just Singing Round
June 23	Sunset Music Series
June 30	Sunset Music Series
July 7	Sunset Music Series
July 13	Champagne & Caviar Tasting
July 15	Sunset Music Series
July 16	Sunset Music Series
July 21	Sunset Music Series
July 28	Sunset Music Series

FIELD HOCKEY

YACHTING

June 9	Yachting Dock Party
June 11	Poker Run
June 18	SunTan Series Race
July 1	Canada Day Cruise
July 7	Regatta Skippers Reception
July 8	Regatta, Dinner & Dance
July 9	Regatta Awards
July 16	Sun Tan Series Race

RUGBY

ROWING

June 3	Harbour Sprints
June 4	Coach Boat Seminar
June 17	Social
June 25	Learn to Row Regatta
June 20	Learn to Row Regatta
June 23-25	NW Masters Regatta

2006 June

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 Rowing Harbour Sprints
4 Rowing Coach Boat Seminar	5	6 Just Singing Around	7	8	9 Yachting Dock Party	10
11 Yachting Poker Run	12	13	14	15	16	17 Rowing Social
18 Yachting Sun Tan Race	19	20	21	22	23 Sunset Music Series	24
25 Learn to Row Regatta	26	27	28	29	30 Sunset Music Series/ NW Masters Regatta	1 Yachting Cruise

2006 July

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2	3	4	5	6	7 Sunset Music Series/ Yachting Regatta Skipper's Night	8 Yachting Regatta Dinner & Awards
9 Yachting Regatta Awards	10	11	12	13 Champagne & Caviar Tasting	14	15 Sunset Music Series
16 Yachting Sun Tan Race/Sunset Music Series	17	18	19	20	21 Sunset Music Series	22
23	24	25	26	27	28 Sunset Music Series	29
30 Yachting Sun Tan Race/LTR Regatta	31					