

## **INTRODUCTION TO SECTION 1 – HISTORY, PART 1 (1903 – 1970)**

This part of the story begins with the arrival of the first Europeans to what is now English Bay in 1791; continues thru the formation of the Vancouver Yacht Club; thru two World Wars and concludes in 1970, by which time Royal Vancouver Yacht Club had grown to include about 1800 members, including a strong Junior contingent, an excellent club house, two home port marinas and two offshore stations.

The information in this section is consistently presented because it is all drawn from the first volume of the annals and from the supplement, which was similarly organized.

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## CHAPTER 1

# *Founding of Yachting*

## BURRARD INLET, ENGLISH BAY AND THE GULF OF GEORGIA

FROM THE EARLIEST DAYS of human habitation on Burrard Inlet the most practical means of transport was by water. The Indian tribesmen who were settled on both sides of the inlet travelled everywhere in their dugout canoes, and sometimes hoisted a crude blanket sail to ease the labour of paddling. Later, after the coming of the white man the native population utilized discarded flour sacks fashioning very acceptable and useful sails.

The first European visitors to sight Burrard Inlet came by sail on July 5th, 1791, when Don Jose Maria Narvaez and the crew of the 36 foot schooner *Santa Saturina* from Spain sailed into the outer waters of our present day magnificent harbour.

The first yachtsman may be said to have arrived a year later, when Captain George Vancouver R.N. and members of his crew surveyed the upper reaches of the inlet as far as present day Port Moody. His Majesty's ships *Discovery* and *Chatham* were not employed for this purpose. They were too large and unwieldy to navigate the narrow inlet waters and were anchored at Birch Bay. Vancouver used instead two small tenders, a yawl and a launch, which operated under both sail and oar power.

On the first memorable voyage into Burrard Inlet beyond the First Narrows, Captain Vancouver commanded the yawl and Lieut. Peter Puget the launch. They apparently passed through the First Narrows under sail, for Vancouver relates that after being greeted by about fifty Indians, "For the sake of the company of our new friends, we stood on under easy sail, which encouraged them to attend us some little distance up the arm."

The English sailors spent the night of June 13th 1792 at Port Moody, most of them sleeping in their boats. Some of the crew preferred to sleep ashore, as many a yachtsman has done since. However they didn't take into account the rising tide, and were rudely awakened when nearly afloat. As Vancouver wrote: "One of them slept so sound, that I believe

he might have been conveyed to some distance, had he not been awakened by his companions”.

For seventy years after the visit of Captain Vancouver, Burrard Inlet remained almost in its primeval state. In 1858 H.M.S. *Plumper* made a new survey of the inlet, and a trail to Port Moody from New Westminster was completed in 1859, but it was not until 1863 that the first sawmill was built on the North Shore, later to be known as Moodyville. Four years later the first mill on the south shore of the inlet began operations, Hastings Mill, at the foot of Dunlevy Avenue.

The mills brought a steady influx of deepsea sailing ships, and also created a resident population. There was little recreation beyond boozing in the numerous saloons of Gastown, as the future city of Vancouver was known.

The sailing ships were often in port for months at a time, and many seamen deserted for the Cariboo gold mines. The officers remained, however, and to relieve the tedium during the summer months, frequent races were held in the harbour in the longboats and whalers belonging to the deepsea vessels.

Permanent residents, approximately 1000 around 1885, also built their own sloops and cutters, both for normal transport and for pleasure. A primitive steam ferry ran across the inlet in these early days, but it was more reliable to use sails or oars. Some of the young men of the two sawmill villages built their own sloops, and this resulted in the first organized racing on the inlet, usually on Dominion Day or on the Queen's Birthday.

R. H. Alexander, manager of Hastings Mill, was an enthusiastic yachtsman, and so were his three sons, Dick, Harry and Fred. He organized annual races off the mill docks, and competitors came from New Westminster, Nanaimo, Bellingham and Victoria. The open sailboats were tied to a line stretched between the wharves until the signal was given to start.

With the arrival of the first C.P.R. transcontinental train at Port Moody in 1885, Burrard Inlet suddenly became a hive of activity, as thousands poured in to make their fortunes in the new city of promise, which was to be incorporated as Vancouver next year.

Sailing quickly became the most popular outdoor pastime in the young community. Roads were few and far between and the hinterland was undeveloped, so the young men naturally took to the sea. Many built their own open deck or half deck sloops, for materials were cheap. Others rented boats, which were available from Andy Linton's wharf at the foot of Carrall Street. There were three pioneer boat builders in the city, all of whom turned out fast and sturdy craft. Andy Linton's

*May* was described as the fastest boat on the inlet, while her rivals were Capt. Billy Watts' *Siren* and Haydon's *C.P.R.*

On May 24th 1886, when Vancouver had been only incorporated for a month, the harbour was alive with sailing craft for the holiday. Soon match races were being arranged by eager young yachtsmen, and sizable wagers were changing hands. On June 6th the new yacht *Senor* outdistanced the sloop *Marcia*, owned by Calvert Simson of Hastings Mill store. On July 25th Alderman Cordiner's new *Effie* outstripped them all in a high wind. The *Senor* gave up and the *Marcia* came third. Other boats racing that memorable first season included Art Sullivan's *Adele*, and the *Galatea*, *Puritan*, *Priscilla* and *Addie*.

Next season many new boats were added to the local yachting fleet, and plans got under way soon for the first yacht club on the inlet. On May 27th it was announced that the Burrard Inlet Sailing Club had been formed, with Henry Bell-Irving as Chairman and E. E. Rand as Secretary. There were 16 charter members enrolled. It was planned to build a slip, a floating wharf and a boathouse at once.

The city's first regatta was held on July 1st 1887, in honour of the Queen's Jubilee. R. H. Alexander and W. E. Graveley were the judges, and \$325 was donated as prize money. The course was from the City Wharf at the foot of Carrall to a flag boat near Moodyville, then to a flag boat off Deadman's Island and back to the wharf. There were two races . . . one for half-decked boats under 30 feet, and one for undecked boats under 22 feet.

In the years that followed, yachting became one of the city's most widely popular sports, and races were held every July 1st. In 1888 handicapping was introduced under American Yacht Racing Association rules. At the Dominion Day Regatta the first prize for a boat over 20 feet and under 30 feet was \$100, and the second prize was \$25. For boats under 20 feet, the prizes were \$25 and \$10. Boats racing that day in the first class included the *Mayflower*, *Annie*, *Laura*, *Rob Roy*, *Thistle* and *Loran*.

But for some reason organized yacht clubs didn't seem to flourish in early Vancouver. The Burrard Inlet Sailing Club languished and died, and was succeeded in 1891 by the B.C. Yacht Racing Association, with Walter Graveley as President and George Cassady as Vice President.

Then came the economic slump of 1894, Vancouver fell on hard times, and the association died. There was another attempt at revival in 1897 when the first Vancouver Yacht Club was formed. R. Y. Ellis was Commodore, C. Gardner Johnson, Vice-Commodore and Walter Graveley, Fleet Captain. Clubrooms were secured in the Whetham Block at the northeast corner of Cordova and Cambie, and sailing headquarters were Andy Linton's float at the foot of Carrall.



This venture also languished and died, but after the turn of the century Vancouver began to boom again, and yachting once more became a popular sport. By 1902 there were more than a dozen yachts competing in organized racing on Burrard Inlet, although no yacht club existed. Some of the crack sloops of that day were Alex Grant's *Glendochart*, 16 feet at the waterline, built in 1897; Andy Linton's *May*, Hayden's *Triton*, and C. S. V. Branch's *Orphan*. Alex Grant also raced the *Siren*, built by Capt. Billy Watts, a five-tonner, 30 feet overall and carrying 1200 sq. ft. of sail. Unlimited sail spread and sandbag ballast were much in vogue in those days.

A big event of the 1902 season was a race around Bowen Island between V. M. Dafoe's 30 foot sloop *Halcyon*, which he had built in 1897, and the Columbia River class centreboard sloop *Pirate*, 27 feet at the waterline, owned by Springer Brothers. There was a good wind and *Pirate*, being a heavy weather boat, left *Halcyon* far behind. *Pirate* crossed the line at English Bay in a very fresh westerly and there being no time to reduce the press of sail, she headed for the beach, and with her centreboard hauled up, she ran high and dry up on the sand. *Halcyon* came boiling along about six miles behind out of sight and seeing no sign of her rival standing by nor heading for First Narrows, concluded she had dropped out, and proceeded to celebrate winning the race, after crossing the line. They never dreamt that *Pirate* was "on the beach"—no place for such a ship—and it was a discomfited crew that learned after returning to moorings, that their celebration was premature.

There was also a big increase in yachting interest at Seattle in 1902, in which year an English firm offered the Mackie Trophy, a goat's head snuff moll, for international competition on the north Pacific Coast. Although there had been international competition in previous years, it was obvious that a strong new yacht club was necessary in Vancouver if it was to be revived. The Seattle Times took upon itself to light the spark, and started a vigorous newspaper campaign to re-establish a yacht club in Vancouver. The newspaper sent a representative to Vancouver who interviewed many prospective members.

The most enthusiastic of these was Walter Graveley, a real estate dealer, who had been closely identified with all the other efforts to form a yacht club. He had sailed in the Canadian challenger for the America's Cup, the *Countess of Dufferin*, in 1876, and was particularly qualified as a yachting authority. He was already called "Commodore" in Vancouver yachting circles, and was described by the Seattle Times as "The daddy of them all in the Vancouver yachting world".

As a result of this impetus, it was announced in late 1902 that a new yacht club would soon be organized, and on February 5th 1903 a meeting was called at Hope, Graveley & Co's. real estate office on Cambie Street. In almost no time flat, the new Vancouver Yacht Club

was organized, with Walter E. Graveley elected Commodore; William Hodson, Vice-Commodore; C. S. V. Branch, Captain; O. L. Spencer, Secretary-Treasurer. The management committee comprised J. H. Senkler, k.c., A. G. Thynne and Austin French. The committee was authorized to choose colours and draft by-laws.

Others attending this memorable meeting were Capt. P. N. Thompson, Hilton Keith, Paddy Cambie, Oswald Moseley, Albert Hancock, C. H. Usborne, W. H. Billings, A. C. Burdick, A. E. Bull, k.c., and Bert Austin. Two of this original group who met over sixty years ago, still survive—Oswald Moseley living in Victoria, and Bert Austin in San Diego, California.

Arrangements were soon made to rent the club's first headquarters, a small dinghy house, from the Vancouver Rowing Club, which at that time had its floats immediately west of the C.P.R. wharf, at the foot of Thurlow Street, in Coal Harbour. The original club flag was a Cambridge blue burgee, with a black diamond in the centre.

It was not long before the burgee was flying over the boathouse, and it was announced that there were 18 yachts in the club's fleet. The roster was as follows:

- Commodore Graveley's *Margot*, a 20 foot keel cabin sloop.
- P. N. Thompson's *Bertha*, a 35 foot aux. cruising yawl.
- Oswald Moseley's *Thelma*, a 25 foot waterline, keel cabin sloop.
- E. W. Stark's sloop *Alpha*.
- A. J. Hancock's sloop *Petrel*, 25½ foot waterline.
- A. G. Thynne's *Golliwog*, a 35 foot yawl.
- Austin French's *Trixie*, a 33 foot cabin yawl.
- Alexander Grant's *Siren*, a 30 foot half-deck clinker built sloop.
- Mr. Hooper's *Norma*.
- William McDougall's *Rob Roy*, a centreboard sloop.
- H. W. Robertson's *Rip Rip*, a centreboard sloop 19 foot waterline.
- Rev. John Antle's *Laverock*, a sloop.
- William Hodson's *Frolic*, an open deck yawl.
- Paddy Cambie's *Pirate*, a Columbia River centreboard sloop 27 ft. waterline.
- Hilton Keith's *Maple Leaf*, a half-deck sloop 20 feet overall.
- Gorden Legg's *Waterwag*, a lugger.
- Albert Austin's *Addie*, an open cat-boat 19 feet waterline.
- Alexander Grant's *Glendochart*, a flush deck sloop 16 feet waterline.

Although these may be considered the nucleus of the fleet, as it existed in May 1903, there were many additions as the season progressed. By August the following were flying the club's burgee:

- W. H. Billings' *Mischief*, a Columbia River sloop, 27 ft. waterline.
- C. S. V. Branch's *Nancy*, a yawl 31 ft. overall.

William Hodson's *Jabberwock*, a sloop 25 ft. waterline.

Robert Cassady's *Banshee*, a sloop known as "Irish" *Banshee*, 19 ft. waterline.

Austin French's *Banshee*, a yawl known as "French" *Banshee*, 19 ft. waterline.

E. W. Stark's *Edna Meryl*, a sloop 17 ft. waterline.

A. D. Hossak's *Irish*, a sloop 13 ft. waterline.

Fred Lucas' *Blue Grouse*, a sloop 13 ft. waterline.

F. W. Fisher's *Hiawatha*, a sloop 13 ft. waterline.

P. W. Charleson's *Halcyon*, a sloop 30 ft. overall.

The first organized race by the new club was held in August over the English Bay course for the Hodson Cup, presented by Vice-Commodore William Hodson. The race turned out to be a bit of a fiasco, due to the failure of the marker buoys to remain in their allotted positions. Seventeen yachts took place in the race, which was on a triangular course from English Bay Beach to a buoy off Great Northern Cannery to a buoy off Spanish Bank.

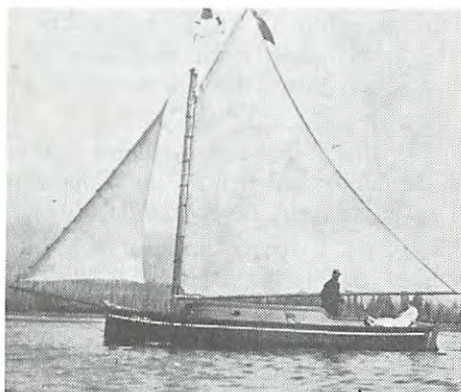
As the leading yachts approached the place where the first buoy ought to have been, they were surprised to find it was not in sight. The yachts flitted around a bit until Commodore Graveley, sailing *Golliwog*, spied it—turned turtle and the fishes playing with the flag. Those that could manage it rounded the buoy and headed across the bay to the south shore. Here the buoy was sighted well up on the shore near the English Bay Cannery, foot of Bayswater Street, so the idea of rounding it had to be abandoned. The survivors of the race headed for the finish line anyhow, with Robert Cassady's little "Irish" *Banshee* getting across the line first.

The first Hodson Cup contest was raced again the following Saturday. Twenty boats were entered, including two important new additions to the club fleet. These were R. H. Alexander's big 46 foot yawl *Claymore* and William Hodson's 32 foot speedy sloop *Wideawake*. The *Claymore* had formerly been the pilot boat at the Skunk Cove pilot station (Caufield's) and was soon re-named *Slani*. The *Wideawake* came from Victoria, and soon made a reputation as the fastest yacht in the Vancouver fleet, particularly under the ownership and handling of E. B. "Jimmy" Deane, who acquired her in 1905.

Of the early trophies, the most keenly contested for a number of years was the Graveley Cup, presented in 1903 by Commodore Graveley for yachts under twenty feet load waterline. The course for the Graveley trophy ran from Deadman's Island to a buoy off Moodyville to a buoy off the Indian Mission. The Cup had to be won three times before becoming the property of any yachtsman. The winner of the first race for the Graveley trophy was the little *Blue Grouse*, sailed by Fred Lucas,



*Sloop MARGOT, 1903, flagship of first Commodore, W. E. Graveley.*



*Sloop THELMA, 1903, owned by Oswald Moseley.*



*Aux. ketch MAPLE LEAF, 1905, built and owned by Alexander Maclaren of Barnet Sawmill.*



later Mr. Justice Lucas. The cup was finally won in 1912 by Horace Stone in the fast *Adanac*, which he built himself.

After a successful first season, the club members decided that they needed a clubhouse and permanent headquarters. H. O. Alexander proposed that the club rooms and yacht moorings should be at Jericho in English Bay, several miles from the city. He argued "the anchorage is fine and the position sheltered and far from the turmoil of city life". But it was considered much too far from city life for the majority of members, and it was not until 1927 that the Jericho Clubhouse was officially opened close to the location favoured by Mr. Alexander.

The chosen new location was a leased waterfront lot just west of the foot of Bute Street. A floating clubhouse was built, 30 by 60 feet, two stories in height. The lower part was used for storage while quarters for members were fitted on the upper floor. A long landing float ran out from the clubhouse to deep water.

Today, 1963, this structure is still in use as the spar house at the Coal Harbour Station, it having been floated over in 1905 from its original location and some years later set on piles on the Stanley Park foreshore.

In order to finance the clubhouse, members subscribed \$800. Fourteen members bought life memberships for \$50, a bargain that they never regretted. The original 14 Life Members were as follows:

C. S. V. Branch	Alexander Grant	
George G. Bushby	William Hodson	J. H. Senkler, k.c.
E. B. Deane	M. H. Leggatt	Arthur G. Thynne
Austin French	Oswald Moseley	P. N. Thompson
Walter E. Graveley	C. C. McCaul, k.c.	W. E. Thompson

Of these, Oswald Moseley is still a member 60 years after, and living in retirement in Victoria. He is still actively interested in yacht club affairs.

At the end of the first season it was reported that the Vancouver Yacht Club had 100 active members and a fleet of 25 vessels. Walter Graveley was re-elected Commodore, William Hodson Vice-Commodore, and the executive committee members were R. H. Alexander, C. S. V. Branch and Oswald Moseley. O. L. Spencer was re-elected Secretary-treasurer.

By 1904 the Vancouver Yacht Club was a lively and integral part of Vancouver's sporting and social life. Many important additions were made to the fleet that year, including the first power launches, of which the most notable was B. T. Rogers' *Mow Ping*, a teak hulled steam powered vessel which he had built at Hong Kong in 1901 and shipped to Vancouver on the deck of one of the C.P.R. Empress liners.

Walter Graveley built the 33 foot cruising yawl *Eileen*, which had



a long career in the club under various owners. Other additions included C. B. Wainwright's sloop *Narbethong*; the cruising yawl *Yuno*, owned by Frank Wright, father of the future Commodore Temple H. Wright; the former Nanaimo pilot boat *Dawendeena*, a sloop purchased by Oswald Moseley; the big aux. schooner *Maple Leaf*, owned by Alex. Maclaren; C. O. Julian's sloop *Delores*; the 36 foot centreboard sloop *Britannia*, a sandbagger owned by F. G. N. Seaton; Albert Austin's *Madeline* from Seattle; and J. C. Cripps' sloop *Titania*.

"Barney" Johnson began his association with the yacht club in 1904 when he acquired the speedy *Siren* from Alex. Grant, his future father-in-law. Sixty years later "Barney" is still racing regularly in the inlet and English Bay.

Of the smaller racing craft, the most notable additions in 1904 were the *Cheemaun*, *Tillicum* and *Redskin*. *Tillicum* and *Redskin* were sister ships, formerly owned in Victoria and designed by C. D. Mower, the noted New York designer of the day. Two others of the same design, the *Aloha* and *Marietta*, subsequently joined the fleet, so that for the first time in its history, the yacht club had a uniform class for racing.

The *Tillicum* was 24 feet overall by 6.6 feet beam by 4½ feet draught. She was 16 feet at the waterline and carried 1000 pounds of lead keel. "Jimmy" Deane was the first local owner of *Tillicum* and Harry Frith brought in the *Redskin*. These two began their long rivalry on July 8th 1904, competing for the Graveley Cup at the club's first annual regatta. On the Burrard Inlet course to Moodyville, the *Tillicum* came in the winner by 42 seconds over *Redskin*, followed by *Cheemaun* and "Irish" *Banshee*. At the same regatta the first international race for the Mackie Trophy was held, the prize going to *Gwendolyn* of Seattle, with Hodson's *Wideawake* a close second.

The club had hardly been established for a year in their new clubhouse at the foot of Bute Street before it was apparent that another move was necessary. The club was growing so fast, the quarters were already inadequate, while the increasing value of foreshore property also indicated a move was needed.

Lease of a site on the Coal Harbour shore of Stanley Park was secured from the park commissioners, and early in 1905 the floating clubhouse was towed across to the new site, lying in the shelter of Deadman's Island. By this time the club had 187 members and 43 craft flew its burgee, including four power boats.

Coincident with the move to the new location, application was made through the Governor-General for a royal charter, which would give the club the right to use the prefix "Royal", and for members to fly the blue ensign under warrant.

Announcement of the arrival of the Royal Warrant was made by Commodore Graveley at the annual meeting on February 1st 1906. The



*Aux. Cutter LAVITA, 1909, owner  
E. W. McLean, Skipper C. O. Julian.*



*H. F. Burton-Brooke 1909,  
for many years Hon. Secretary.*



*Sloop REDSKIN, 1912—a Half Rater, 24 ft., Mower design.*

first blue ensigns were then presented to the owners of yachts that were qualified to wear them. These were as follows:

R. H. Alexander, sloop *Slani*.  
Rev. John Antle, schooner *Columbia*.  
Albert Austin, sloop *Madeline*.  
Dr. Duncan Bell-Irving, schooner *Agnes*.  
P. W. Charleson, sloop *Halcyon*.  
Alexander Grant, sloop *Irene*.  
Alexander Maclaren, schooner *Maple Leaf*.  
C. B. MacNeill, yawl *Golliuog*.  
Oswald Moseley, yawl *Nancy*.  
William McDougall, sloop *Rob Roy*.  
B. T. Rogers, steam yacht *Mow Ping*.  
F. T. Schooley, schooner *Dawendeena*.

It is told that there was some consternation when it was discovered that B. T. Rogers was not entitled to fly the blue ensign on the *Mow Ping* because he was an American citizen. He quickly remedied this oversight by applying for and receiving British citizenship.

At this time R. G. Macpherson, then Federal M.P. for Vancouver, was made an Honorary Life Member of the club, the first to be so honoured, for his assistance in forwarding the application for the Royal Warrant. A new club burgee was designed also, to include the royal crown.

Walter Graveley took this opportunity to step down as Commodore, after three years' stint in which he had brought the infant club to a flourishing state. He was elected Honorary Life Commodore. R. H. Alexander was elected the new Commodore, with A. G. Thynne as Vice-Commodore. C. O. Julian succeeded the late O. Leigh Spencer as Secretary.

And so the Royal Vancouver Yacht Club was launched, and plans were promptly put under way for erection of a new clubhouse at the Stanley Park site, with provision for a large assembly hall, numerous smaller rooms, and wide verandahs encircling the whole building.

One of the two surviving charter members, Albert Austin of San Diego, California, the other being Oswald Moseley, Victoria, tells of the personalities and yachts that were active during the first years of the Club.

"I well remember the birth of the Vancouver Yacht Club, as it was then called. Eighteen of us met on Feb. 5, 1903 at Hope, Graveley and Co's. real estate office. I was a member of the Vancouver Rowing Club committee at the time, so I was asked by the new club to see if we could put a small float alongside the Rowing Club, which was at the foot of Bute Street at that time.



*By the Commissioners for executing  
the Office of Lord High Admiral  
of the United Kingdom of Great  
Britain and Ireland, &c.*

WHEREAS We deem it expedient that the Members of the  
*Royal Vancouver* Yacht Club,  
being natural born or naturalized British Subjects, should be permitted  
to wear on board their respective vessels the *Blue* Ensign of His  
Majesty's Fleet, on the following conditions:—

We do therefore, by virtue of the power and authority vested  
in Us, under the provisions of the ~~Merchant~~<sup>Yacht</sup> Section of the Merchant  
Shipping Act, ~~1854~~, hereby Warrant and authorise the *Blue*  
Ensign of His Majesty's Fleet to be worn on board the respective vessels  
belonging to the *Royal Vancouver*  
Yacht Club, and to Members of such Yacht Club, being natural born or  
naturalized British Subjects, accordingly, subject to the following  
conditions:—

1. Every vessel belonging to the *Royal Vancouver* Yacht Club, in order  
to be eligible to wear the Ensign authorised by this Warrant,  
shall have been registered as a British Vessel in accordance  
with the Merchant Shipping Act, 1854.
2. The Ensign shall not, without Our authority in writing, be  
worn on board any vessel belonging to the *Royal Vancouver* Yacht Club, while such  
vessel is lent, on hire or otherwise, to any person not being  
a Member of the Club, or who, being a Member of the Club,  
is not a natural born or naturalized British Subject.

Given under Our Hands and the Seal of the  
Office of Admiralty this *eighteenth*  
day of *December* 1905.

By Command of their Excellencies

*C. J. Thomas*

*Chas. Drury*  
*A. S. Mylfield*

Royal Warrant to  
fly the Blue Ensign.

"Our first regatta was in the first week of July, and many yachts towed over from Victoria where the international regatta had taken place a few days before.

"The Johnson boys from Seattle in *Gwendolyn* won the Class A and *Madeline* won Class B, beating the A class, although starting ten minutes or so behind them. Ted Geary of Seattle won the Class C with *Empress*, a 26 foot length overall sloop built much like the flatties he later designed. At this regatta Ted Geary was in knee pants, and had with him as crew Jim Griffiths.

"Next spring I bought *Madeline* and brought her to Vancouver. We raced the *Britannia* and beat her handily. In the fall of 1904 I sailed *Madeline* down to Seattle and raced the *Gwendolyn* for the Mackie Trophy. It was on a Sunday afternoon in Elliott Bay, and we were beaten 14 seconds by *Gwendolyn*, after breaking down several minutes on the windward leg.

"That fall the *Wideawake* was brought from Victoria by William Hodson, who operated the Metropole Hotel at that time. The Lucas boys had a small sloop, the *Blue Grouse*, a one design built by Vic Dafoe, a really good builder, though at that time we thought he was high priced.

"He also built the *Golliwog* for A. G. Thynne, I believe, and the small yawl *Vera*, owned by Owen Sawyer. Austin French built a sloop called *La Hirondelle*, and Jimmy Cripps brought the sloop *Titania* over from Victoria, a bit over 30 feet. I beat her badly with *Madeline*.

"Then the Cao boys built a centreboard sloop from "Rudder" plans. They named her *Swipe* because they got every piece of timber from the keel to the foredeck from Stanley Park one night. That same year, 1906, Spec Jewitt built a 36 foot sloop called *Intrepid* after a design by Bert Griffiths, who had designed and built *Madeline*. However *Madeline* cleaned her, too.

"At the big regatta in Vancouver in 1905 I started late in Class B and was beaten by Harry Abbott in the Seattle yacht *Ariadne*, a fast centreboarder. We almost nipped her at the finish. At that time Vancouver Shipyard built *Gazeka*, a 40 foot yawl, built on the same lines as *Lila*, winner of the second Bermuda race. Later she was raced by Ron Maitland, who first owned *Dione*, which came from Victoria. "Mike" Cassidy, the lawyer, had a small sloop, the *Banshee*, and she was fast, too.

"We had several of the Half Rater 24 foot Mower designs, such as *Marietta*, *Redskin* and *Aloha*. They were one of the first one design classes on the coast.

"I remember a chap named C. B. Wainwright had a patent centreboard, and he built a nice sloop called *Narbethong*, and used to race



her against *Madeline*. Then there were many fine weekend trips we made to Skunk Cove and Bowen Island and Indian Arm. The Cao boys and Wainwright and several others, including Charlie Julian and his old sloop *Delores*, used to have some fine Saturday nights singing and keeping the natives awake until early morning.

"Among other sloops at the time the club was formed were the *Triton*, owned by Ham Hayden who ran a boathouse near the foot of Abbott Street, and the *Spray*, owned by Billy Findlay. Phil Thompson had a long double ended centreboard yawl called the *Bertha*, a nice comfy boat. Phil was a crack trapshooter, and used her for duck hunting.

"Vic Dafoe had a small cutter-rigged boat called *Halcyon*. About 1904 there was a match race around Bowen Island from a start at English Bay between *Halcyon* and a Columbia River fishing type boat called *Pirate*, and *Pirate* won easily.

"Billy Stark, who was one of the original 18, had a topsail sloop called *Alpha*. We spent the 24th of May 1903 at Nanaimo and won our first sailing race in *Alpha*. I remember we had a hectic trip home, with head winds and seas, and much to our surprise the Vancouver boys met in Howe Sound next morn just before noon. Billy Stark later sold his sloop *Alpha* and bought a small schooner, the *Yuno*, afterwards a yawl. One of the early boats was the yawl *Nancy*, owned by Oswald Moseley, who later sold her, and had the schooner *Tenderfoot*. The latter was a fine sea boat, and is now a modern looking sloop lying at the Seattle Yacht Club. Another fine old sloop at the turn of the century was the fast *May*, owned by Andy Linton, the boat builder. The Lucas brothers, Fred and Eddie, had a small sloop called *Chemaun*, one of the one design centreboarders.

"After Charlie Julian sold *Delores* he built the 33 foot sloop *Verona* from a "Rudder" design. Billy McDougall, the boat builder, brought a small centreboarder down from the Arrow Lakes called *Rob Roy* and cleaned up all the small centreboarders. In 1905 he built a nice 30 footer called *Onaway*. She cleaned up the C Class, and was later sold to Okanagan Lake.

"I well remember the regatta at Bellingham in 1906. It was one of the best wins I ever had in yachting circles. *Madeline* won by 23 minutes and almost beat *Gwendolyn* for the Key City Trophy, which was for the fastest time over the course. I was also a member of Victoria Yacht Club, and since the Vancouver gang would not race, I sailed under Victoria colours. I still have the B Class trophy.

"One of the great old-timers in the club was Billy Templeton, who had the 40 foot sloop *Imp*, later the *Amorita*, and in 1921 built the yawl *Tamahnowus* to Small Bros. design. Billy, otherwise known as "Goney", was one of our basketball boys, and a great rugby and lacrosse player.

In an exhibition game in San Francisco against the famous New Zealand All-Blacks he got the ball and ran through most of the New Zealand team and scored, the second time their goal had been crossed in all their world tour.

"Billy had a superstition about drinking out of a tin cup. One time Ted Willis tricked him into drinking out of one. When told about it the next morning, Bill packed his bag and left the ship and cruise.

"The first Secretary of the club was O. L. Spencer, whose son O. Leigh Spencer was the first Junior member, later Publisher of the Vancouver Province newspaper during 1945 and 1946, now retired and living on Salt Spring Island near Ganges Harbour. His father, our first Secretary, was a jolly old chap and I felt the club lost a great member when he passed on. He was a great storyteller, and we used to have some wonderful week-ends at Bedwell Bay and other favourite spots. We had no motors then, and when the tide went up the harbour, we went that way, or out if the tide was ebbing.

"My first boat at the turn of the century was a 16 foot sloop called *Flora*, which I bought from a chap called Jack Thurston. I sailed her several years before having the 27 foot catboat *Addie* built. It was the first boat built at the new Vancouver Shipyard, which was started by Billy Watts, who had come from Lake Superior.

"When the club moved to its original clubhouse at the foot of Bute Street it issued some life memberships at \$50, but I was hard up for cash at the time and did not know enough to buy one. But that was a long time ago and the club has since made me an Honorary Life Member.

"The only other surviving original member is Oswald Moseley, now living in Victoria. Moseley was one of the fortunate investors in the \$50 life memberships which he certainly has never regretted. He owned and sailed a variety of yachts, the last being *Ashigamik*, a 36 foot schooner built in Seattle."

### *Signal Cannon Presented*

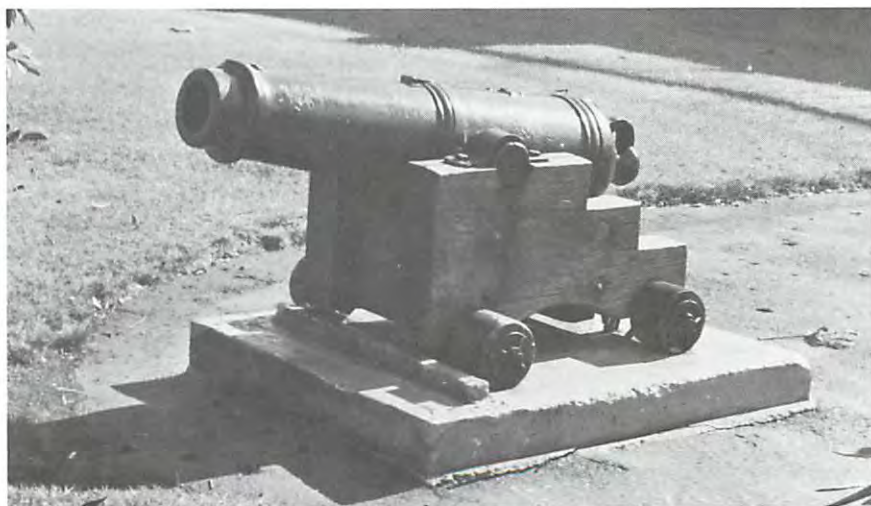
A link with the old days is the Signal Cannon which points over our Jericho moorings from the front lawn of the clubhouse. This venerable piece was presented to the club July 1st 1906 by our member J. E. Macrae, who was the owner and skipper of the 36 foot yawl *Four Winds*.

Diligent search of newspaper files of that period fails to reveal any trace of the origin of this piece. Our current gun or ordnance expert, D. C. McPherson, reputedly an ex-navy armourer, has microscopically examined the relic and reports that it is of Government origin since he has uncovered traces of a Crown on it—but no serial numbers. So we, who relax on our front verandah of a summer's afternoon, idly

watching the strenuous efforts of younger sailors to match past racing and "luffing-match" glories, can blythely speculate that here indeed is a contact with the grand old days of fire-belching muzzle-loaders—and in our mind's eye we are again raking the Spaniards or the blood-thirsty pirates as our fore-fathers did under the White Ensign, in the days of yore.



*Figurehead from M.V. SYRENE presented 1927 by Rev. John Antle installed at Jericho Clubhouse, English Bay.*



*Signal Cannon presented by J. E. Macrae 1906.*

CHAPTER 2

*Early Commodores*

ROYAL VANCOUVER YACHT CLUB 1903-1918



W. E. GRAVELEY  
*Commodore 1903 - 1905*



CHAIRMAN OF THE FOUNDING COMMITTEE of enthusiastic yachtsmen who met on February 5th, 1903 in Hope, Graveley & Co. office on Cambie Street to form the Vancouver Yacht Club, was elected the first Commodore. He hoisted his pennant on the sloop *Margot* for the first official cruise in May, 1903 to Bedwell Bay, North Arm, Burrard Inlet where fourteen yachts anchored. For many years previous, Mr. Graveley had been an active yachtsman having been a member of the Royal Canadian Yacht Club, Toronto, winning the Prince of Wales Cup in his cutter *Gorilla* on Lake Ontario in 1871.

He was also a founder of the two local yacht clubs, predecessors that were not successful in weathering formative years — The B.C. Yacht Racing Association in 1891, of which he was President, and The Vancouver Yacht Club in 1897. He held the position of Captain in the latter. Largely through his efforts the Club received the Warrant to fly the Blue Ensign of His Majesty's Fleet with the right to prefix the word Royal to the name of the Club.

In 1876 Mr. Graveley sailed as one of the crew of the America Cup challenger *Countess of Dufferin* in the fourth attempt to lift this notable trophy defended by the schooner *Madeleine*.

He had the 33 ft. yawl *Eileen* built from designs by Mower in 1904



and in 1908 was one of the four joint owners of *Minerva*, brought to this coast from Kowloon, China, where it was built in 1906.

The Graveley Cup was presented by him in 1903, the three time winner and permanent owner of the trophy in 1912 being Horace Stone's *Adanac*. On completing his term of office in 1906 Mr. Graveley was elected Honorary Life Commodore.



*Yawl MINERVA in 1907.*

R. H. ALEXANDER  
*Commodore 1906 - 1907*



A LEADING PIONEER BUSINESS MAN, head of the famous Hastings Mills, R. H. Alexander was the Club's second Commodore. He had organized yacht races on Burrard Inlet and, in the early days, with W. E. Graveley, was judge at the City's first Regatta held July 1st, 1887 in honor of Queen Victoria's Jubilee. The picturesque four masted 'windjammers' from Australia, Orient and United Kingdom tied up at Hastings Mills for their lumber cargoes as late as 1910 and gave a fitting background to the Club's early Harbour races. Mr. Alexander and his three sons were keen sailors and it was during his terms that the first International Races for the Alexandra Cup were held.

He presented the beautiful Beaver Perpetual Challenge Trophy — miniature capstan made from the oak of the wrecked *Beaver*, first steam vessel to ply the Pacific Ocean. His flagship was the yawl *Slani*, 46 ft., originally the pilot boat *Claymore*. In 1913 he had the all teak yawl, *Uwhilna*, built in Shanghai and with it that year won the Beaver Trophy after seven years effort to annex the cruising championship of the Club Fleet. His sons were also active in the Club executive, H. O. Alexander being Commodore in 1911 and R. H. H. Alexander Vice-Commodore in 1908.

Under Mr. R. H. Alexander's Commodoreship the Club membership and Fleet made substantial growth, necessitating larger quarters which were later erected in Stanley Park.





*Yawl UWHILNA cruising on Howe Sound.*

A. G. THYNNE  
*Commodore 1908*



A CHARTER MEMBER of the Club, Mr. Thynne was a member of the original management committee and with J. H. Senkler and Austin French formed the committee authorized to draft the By-Laws and choose colours. The original club flag selected was a Cambridge blue burgee with a black diamond in the centre. His original yacht in the Club was *Golliwog*, 36 ft. yawl built for him by V. M. Dafoe in 1903. He was one of the fourteen original members who purchased Life Memberships assisting the Club to build the first clubhouse, the two storey float house anchored on a water lot leased from the C.P.R. at the foot of Bute Street, which was subsequently towed over to Stanley Park foreshore. Later it was set on piles and is the spar house in use today. In 1906 he built the 40 ft. yawl *Gazeka*, twice winning the Beaver Cup in her.

During Mr. Thynne's term of office the first permanent clubhouse was built on the shores of Stanley Park, the club having obtained a lease to the water lot adjacent to Deadman's Island for the nominal rent of \$1.00 annually from the Department of Marine & Fisheries, Ottawa.

He presented the Thynne Cup to the Club for the race around Texada Island for cruisers. The first race in 1908 was won by Curtis Davidson's *Elsa May* which made the round trip from English Bay



and back in about 24 hours, May 23rd—the only boat to complete the course. He hugged the north shore while the fleet worked the Point Grey side, missed an easterly breeze that carried *Elsa May* right up to the head of Texada Island when a westerly roared in that made such heavy weather for the other boats that they all gave up the race.

In 1908 the Pacific International Power Boat Association race from Seattle finished at Vancouver, won by *Traveller* of Seattle, R. P. McLennan's *Allanbee* being second and Mr. Bell-Irving's *Beatrice* third out of an entry of 17. It was this year that Capt. E. B. Deane in the *Alexandra* won the Alexandra Cup for the Club, beating *Spirit I.* of Seattle 2 out of 3 races in English Bay at the P.I.Y.A. Regatta held in July.



*Aux. yawl GAZEKA, 1908.*



C. B. MACNEILL  
*Commodore 1909 - 1910*



FOURTH COMMODORE, MR. MACNEILL served two terms and sailed *Gazeka* as his flagship. He presented the Macneill Cup for international racing in the 18 ft. class of the international rule, but the 18 ft. *Adanac*, designed and built by 17 year old Horace Stone to defend this trophy, was the only boat ever built to this class and was never challenged.

It was at 7 a.m. on December 20th 1909 that the new clubhouse in Stanley Park was completely destroyed by fire. It had been occupied for two years and was insured for \$4500.00. The loss was placed at \$5979.35, which seems little enough today, but in 1909 it was a very sizable sum. The loss of the clubhouse was not greatly mourned for it was said at the time that the arrangements of the building were not of the best. H. F. Burton Brooke, the Secretary, who lived on the premises, had a narrow escape from the blaze, managing to save only the Minute Book on which he had been working. All other records and a number of trophies were lost, including the "famous" Goat's Head Snuff Moll (International Trophy) which truth to tell was not too much bemoaned as it had become somewhat mangy with age. With the \$4500 insurance and another \$2000 raised, new premises were erected on the same site and the building still stands, being sold in 1930 to the Dominion Government for R.C.N.V.R. and used as Naval Officers' Mess during second world war and subsequently taken over by the Parks Board and used to make and store scenery used by Theatre Under the Stars.

It was during Mr. Macneill's first term that the third international race for the Alexandra Trophy was held at Seattle. This was the occasion on which the measurement of *Spirit II* was questioned. On refusal of Commodore Macneill's proposal to sail the race under protest and refer the whole matter to a full executive meeting of the North West International Yacht Racing Association, he withdrew *Alexandra* from competing in the third race and ordered all Club vessels to return to Vancouver.

He was elected Honorary Life Member in 1938.



Rebuilt after 1909 fire, Clubhouse, Coal Harbour looking west, 1910.



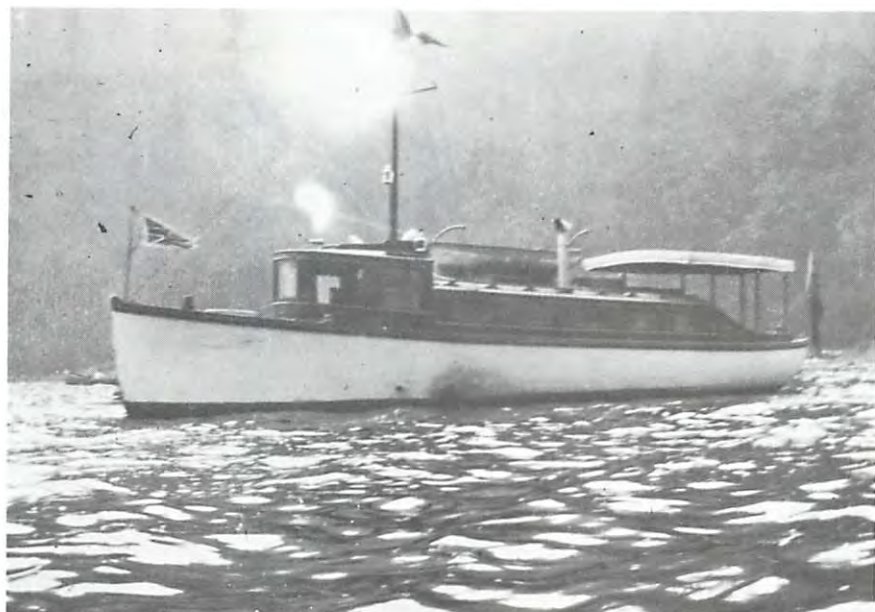
View of moorings looking east, sloop *TILlicum* in foreground.

H. O. ALEXANDER  
*Commodore 1911*

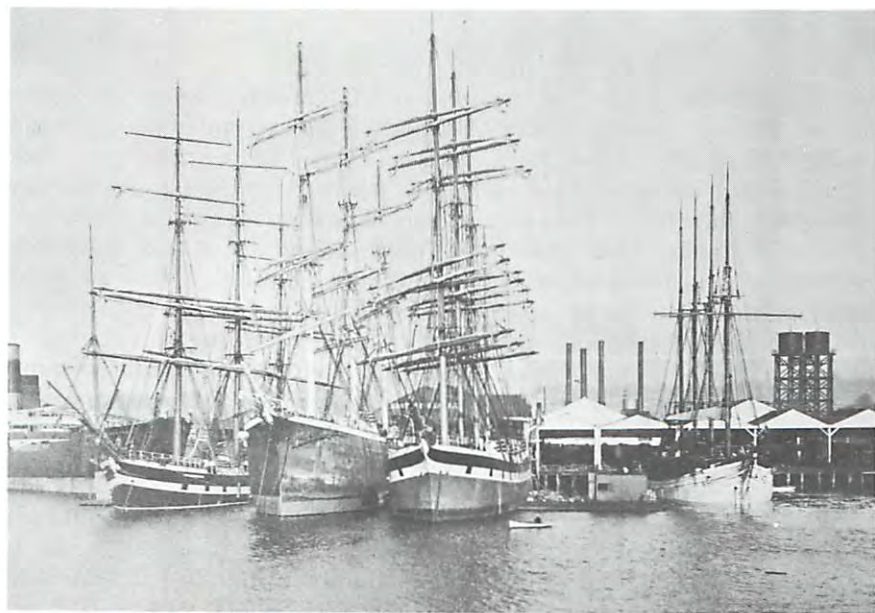


FIFTH COMMODORE OF THE CLUB, Mr. H. O. Alexander was one of the sons of second Commodore H. R. Alexander, the other, R. H. H. Alexander, being Vice-Commodore in 1908. Keen sailors on Burrard Inlet since boyhood, both brothers took an active part in the affairs of the Club. It was in 1904 that H. O. Alexander first suggested the establishment of moorage and a clubhouse at Jericho and he continued to agitate for "outside" moorings during his tenure of office. As a result of his farsightedness, the following year Commodore B. T. Rogers was empowered to interview the Jericho Country Club for a potential site on or near their property—Jericho Golf and Country Club, now Dept. of National Defence property. It was during 1911 that the spar house (original clubhouse) was set up on piles. This year the Royal Victoria Yacht Club received its Royal Charter and Warrant to fly the Blue Ensign, and the Club tendered a letter of congratulations to the Victoria Club. Horace Stone's *Adanac* won the Graveley Cup. *Gazeka* won in A Class at the May 24th Regatta, *Britannia* won in B Class, *Eileen* in C Class and *Asthore* in D Class. In the White Rocks race *Golliwog* was first in yawls, *Amorita* in A sloops, *Astore* in B sloops and Knox Walkem's *Half Moon* won the Power Boat race. The Beaver Cup was won by *Minerva*, Julian Cup won by Miss Sophie Deane in *Wideawake*. The Buscombe Cup was won by *Spirit I.*, sailed by the Cao brothers.





*M.V. PHROSO, Commodore H. O. Alexander.*



*Square Rigger's loading lumber at Hastings Saw Mill—1911.  
Vancouver City Archives.*



B. T. ROGERS  
*Commodore 1912-1918*



MR. B. T. ROGERS, sixth Commodore, led the Club for seven years, the longest period in office of any Commodore. It was an important span in the life of the Club. The boom years were fading into the crash of real estate values in 1912 and 1913, followed by the strenuous war years 1914-1918. In his first years of office, Commodore Rogers developed and led the many Club cruises with port to port races and did much to enhance the standards of both racing and cruising. A man of great wealth, he never stinted himself on behalf of the Club. He was the owner of the ocean going steam yacht *Aquilo*, the largest vessel ever to fly the Club's burgee. He endeavored to cultivate a spirit in keeping with the standing of a royal yacht club, and many a careless skipper was checked up for not saluting the Commodore's flag. While essentially a "power boat man", Commodore Rogers was very interested in sailing and his sons, Blythe, Ernest, Phillip and Forrest, were sailing skippers par excellence. Commodore Rogers built the R Class *Turenga* in 1914 as a challenger for the Lipton Cup and placed it in the hands of the Club to find a skipper and crew. The Rogers family owned and sailed many fine yachts whose records are enumerated elsewhere in the History. When war broke out in 1914 he placed *Aquilo* at the disposal of the Naval Authorities at Esquimalt, and for a short time she was accom-

modation ship for the crews of Canadian submarines on the Pacific Coast. During the war years when Club activities were at a low ebb, Commodore Rogers acted Host at a series of memorable dinners he gave for Club members and those returning from overseas. He died suddenly in 1918.

Few families have had longer associations with yachting in Vancouver and with the Royal Vancouver Yacht Club than that of the late B. T. Rogers, Club Commodore from 1912 to 1918, and his sons Ernest, Forrest, Blythe and Philip.

As early as 1901 B. T. Rogers brought out from Hong Kong aboard one of the Empress liners the steam yacht *Mow Ping*, which had been built to his orders. The name meant "Foreign Devil", or more literally, "Without a Pigtail". From early photographs she had a reverse slope to her bow, like the old-fashioned battleships, but later her hull was lengthened and her bow changed to the clipper type, which greatly improved her appearance.

She was sold by Mr. Rogers to C. B. Macneill, Club Commodore in 1909-10, and eventually ended her days as a towboat.

In her place, Mr. Rogers acquired the magnificent steam yacht *Aquilo* on the east coast of the United States and a professional crew brought her to Vancouver in the winter of 1911-12. This meant coming around Cape Horn, and as she was a coal burner at that time, extra bunkers had to be built on her decks. At that time her helm was fully exposed to the deck above the dining saloon, so the helmsman must have had some uncomfortable moments.

Later she was converted to oil burning and a pilot house and chart room built, which not only improved her appearance but made life more comfortable for the man at the wheel.

*Aquilo* was probably the first yacht in Vancouver to have two-way wireless installed. Blythe Rogers was keenly interested in wireless and operated the set before the 1914-18 war.

In the early months of that war *Aquilo* proudly flew the white ensign on loan to the Royal Canadian Navy. She acted as mother ship to the Canadian submarines at Esquimalt, and later patrolled outside the Strait of Juan de Fuca.

The "R" class sloop *Turenga* was ordered by B. T. Rogers in 1914 as a Lipton Cup contender. She competed many times but was never successful. Originally she was gaff rigged, but in the early twenties she was changed to Marconi rig, and some of the lead removed from her keel was placed in the bilge for ballast.

This made her very tender, and during the Lipton Cup races off Royal Roads in 1925 *Turenga* heeled over until her rudder was planing on the water. Then she would round up into the wind, only to repeat the process.

Ernest Rogers sailed *Turenga* until 1926, and Philip Rogers took over until 1929. She was then sailed by Forrest Rogers until 1934. He completely re-rigged the boat, stepping the mast further aft, but this did not solve the problem of her weather helm. He sold her to Frank Duff-Stuart, under whose ownership she was rammed and sunk in English Bay by the S.S. *Lady Pam* in 1939.

The 49 foot yawl *Andi Lailey* was built in New York in 1917 by James Lawley and Sons as the *Dawn*. She came to Victoria for the 1926 P.I.Y.A. Regatta via the Panama Canal, being brought around by a professional crew. Ernest Rogers purchased her in Victoria and renamed her *Andi Lailey*. The word "Andi" is Fijian for Princess, while Lailey is the nickname for Ernest's eldest daughter.

Ernest Rogers raced and cruised in *Andi Lailey* from 1926 to 1932, when Philip Rogers purchased her. Forrest Rogers bought her in 1935 and sold her in 1941 to a Tacoma yachtsman.

Other yachts owned by the Rogers family included the power boat *Saltpetre* (now *Hope Point III*), used by Ernest to commute to Cowan's Point; the *Kagome*, a former rum runner converted into a yacht in 1934 by Philip Rogers and used during the war by the R.C.A.F.; and the *Brenhines*, at present owned by Forrest Rogers.



Commodore B. T. Rogers flagship *AQUILA*.

## *Prominent Early Yachtsmen*

E. B. 'JIMMY' DEANE, owner and skipper of *Alexandra* in the Alexandra Cup races, was one of the most active of the racing skippers in the early days of the club. He held the Graveley Cup for two years with the sloop *Tillicum* in the 21 foot class, and he challenged for the international Mackie Trophy with his sloop *Wideawake*. He also owned the B class sloop *Titania* and the 73 foot power cruiser *Davy Jones*. His two daughters, Mrs. Harold A. Jones and Mrs. Percy Sills, were for many years among the most active of lady yachting enthusiasts; both won the Julian Trophy for lady skippers, Mrs. Jones nee Miss Louise Deane in 1913 and again in 1935 and 1946, and Mrs. Sills nee Miss Sophie Deane in 1911 and later in 1930.

The three CAO BROTHERS, whose *Spirit I* was the great rival of the *Alexandra*, were dedicated yachtsmen for many years, and with Cliff Cao at the tiller and Reek and Chris Cao at the sheets, they were a hard trio to beat. Their first yacht was the sloop *Swipe*, which they built themselves in 1906. She was so named because they swiped the lumber from Hastings Mill and the accessories wherever they could. In 1908 they built and raced the centreboard sloop *Iola*, 33 feet overall, which they raced in the international regatta of 1908. Cliff Cao was skipper of the unsuccessful challenger *Turenga* in the R class races of 1920, which went to Seattle's *Sir Tom*. The brothers owned the *Spirit I* from 1913 to 1924, when she was sold to Ernie Woodward, but Cliff continued to skipper her until she was lost by fire on Indian Arm in 1931.

TOM and VINCENT RAMSAY were another pair of brothers who were keen racing skippers. Vincent gave his life in World War One. He won the Rand Trophy Series in the *Redskin* in 1913 and this Trophy was later donated to the club in his memory as the Redskin Trophy by his mother. Tom is now an Honorary Life member of the club. He raced the *Tillicum* for the Graveley Cup before the first war, and in 1927 headed the syndicate which built the *Lady Van* to compete for the Lipton Cup. He was her skipper in 1928 when she lost to *Sir Tom* in a very close contest. Later he raced the well-known yawl *Ailsa I*, and was the original winner of the famous Bird Rock Trophy in 1932 for the doubtful achievement of driving *Ailsa I* hard and fast on Bird Rock in Active



Pass. For his pains he was presented with a battered mug by the late Col. Rooke and the Hon. Ian MacKenzie, and he in turn presented the "trophy" to the custody of the club to be awarded annually to the most worthy successor committing the "faux-pas" of the year in yacht handling. In 1935 Tom had the fine yacht *Armida* built by Don Sinclair at Coal Harbour Shipyards from designs by Tom Halliday, who was one of Camper and Nicholson's top men. This graceful 36 ft. yawl with Mr. Ramsay at the helm was a consistent winner during her nine year life in the club—in 1939 *Armida*, skippered by Tom, was the record winner of all eight races she entered that year. He was elected to Honorary Life Membership in 1958.

The three THICKE BROTHERS, Walter, Claude and Harold, were another fraternal team that loomed large in the early annals of the club. Walter was made an Honorary Life member in 1959—he passed on recently. Claude is also an Honorary Life member; he still survives. They were keen competitors for the Graveley Cup in the 24 foot class when they owned the sloop *Redskin*. Later they acquired the American-built sloop *Madeline* from Bert Austin and raced her in the 29 foot class. They then built the 44 foot schooner *Adelphi* from a design by E. B. Schock. In the 1920's Walter raced the fast sloop *Ardrie*. Claude still skips the 38 ft. power cruiser *Ubique I*, which he acquired in 1937.

The THOMPSON BROTHERS, Phil and W. E., were two of the original members of the club when they owned the 35 foot auxiliary yawl *Bertha*, a centreboard craft built for duck shooting on the Fraser. About 1906 Capt. Phil Thompson acquired an interest in the famous yawl *Minerva*, which he sailed many years with the team of Walter Graveley, Jack Scott and F. M. Chaldecott, until she was sold to Hubert Wallace in 1927. In 1914 the *Minerva*, crewed by Phil Thompson, Walter Graveley and Jack Scott, whose combined ages were then 186, won the A class trophy for large yawls at the Seattle Potlatch Regatta.

One of the fine old-time sailors was C. A. GODSON, a crusty character, who did much to improve the standards of racing in the club. He would stand no nonsense and drove his crews like a Bluenose bucko mate. He built the sloop *Ivanhoe* in 1906 at the Cedar Cove yard of Johnson and Walker, and won the Beaver Cup with her in 1908. *Ivanhoe* was well and truly built, for she is still winning races under yawl rig for the West Vancouver Yacht Club.

Another famous team of brothers were FRED and EDDIE LUCAS, two of the brightest spirits ever to belong to the club. Fred started racing in the little sloop *Blue Grouse* in 1903, and later he and Eddie raced in the centreboard sloop *Cheemaun*, a strong Graveley Cup competitor. Later they bought the heavy weather pilot cutter *Kelpie* in Seattle, in which they made many merry and rather riotous cruises.

Fred Lucas had a theory that if you anchored, you should do it properly, and the anchoring of the *Kelpie* became a legend. This resulted in a scrap of impromptu verse from Ronald Kenvyn, one of the crew and long time Marine Editor of the Vancouver Province, which ran as follows:

"Our owner, Mr. Lucas, is a bully sort of skipper,  
But 'e's fussy with 'is anchor  
And 'e fairly busts my nerve,  
For it's 'ALL 'ands man the windlass,  
'Eave 'er short, awash and trip 'er."

"If the Kelpie gets to dragging  
Or she takes a little swerve  
'E's a good old sort, is Freddy  
But I'll quit and dare his frown,  
For 'e's always 'eaving of 'er up  
Or 'eaving of 'er down."

For many years one of the most colourful members of the club was C. OTIS JULIAN, better known as 'Charlie' Julian, who after a long residence abroad is once again a welcome guest in the clubhouse. He became a member in 1904 with the sloop *Delores*, which he brought from Victoria. He was the second Honorary Secretary of the Club, being elected to that post on the passing of Mr. O. L. Spencer, in 1906. That year, a vintage year for the R.V.Y.C., he built the 27 foot sloop *Verona*, which had a long career under club colours. Later he was skipper of the big black cutter *Lavita*, which was brought up from Puget Sound in 1909.

Mr. Julian was the donor of the C. O. Julian Trophy in 1906 for lady skippers, one of the most keenly contested of the club's perpetual trophies, and which he presents annually to the winning skipper.

In the days before the first world war, when there were no loud-hailer systems, the voice of Charlie Julian was legendary for its long distance booming quality. No megaphones were needed when he was starting a race, although he did carry a little brass cannon.

H. F. BURTON BROOKE, known as 'Brookie,' was for many years Secretary of the R.V.Y.C. and was often the whole works: starter, timekeeper and judge of local races. He was living on the premises at Stanley Park in 1909 when the building went up in flames, from which he had an exceeding narrow escape. For twenty years he ably guided the club's activities and in 1928 was made an Honorary Life member. For many years thereafter he took a keen interest in starting and judging races along with another faithful worker, Frank Wilgress—they were practically fixtures on the starting tower until Art Jefferd took over in 1940. 'Brookie' also served as Honorary Secretary intermittently till 1942.

BILL MCDOUGALL, who was a partner of Billy Watts in the Vancouver Shipyards, was an enthusiastic yachtsman as well as a fine boatbuilder. He won the Mackie Trophy in international competition with the sloop *Onaway*, and later built the 32 foot sloop *Ashore*, painted sea green.

She was later owned by Reg Purves, W. Oliphant Bell, and others before going to Victoria in 1926.

W. G. 'BILLY' BREEZE, who passed on last year, was until recently a long time active member of the club, having joined in 1905. His racing experience on Burrard Inlet went back to 1896. He was Rear Commodore in 1912 and 1913 and Vice Commodore in 1914. He was also active for many years as Treasurer, Hon. Secretary or on the Executive Committee. He sailed in *Verona* and later built the 25 foot yawl *Tamerlane*, to the same design as Fleming Day's *Seabird*, which crossed from New York to Rome. He also raced a good deal in the sloop *Ivanhoe* and sailed in various club cruisers. He was elected Honorary Life Member in 1948.

Another of the popular old timers was ALEX MARSHALL, Rear Commodore in 1911 and Vice Commodore in 1919 and 1927, Fleet Captain 1933-34, Hon. Treasurer 1914, Hon Meas 1916-17-18. He raced the sloop *Marietta* in the old 21 foot class, and at various times owned the yawl *Elmarsh*, sloop *Hazel*, and the 38 foot yawl *Nelmar*, which was winner in her class in the international regatta at Victoria in 1930, won the White Rocks Race in 1936, and the Ballenas Island B class race in 1938.

He took an active part in promoting the building of the *Alexandra* and some of the later R class challengers. He also fathered the 15 foot Kitten Class centreboard sailing dinghies, which were long popular. He was the donor of the Harry A. Marshall Trophy for the White Rocks Race in memory of his son Harry. He was elected an Honorary Life Member in 1938.

FRED MILLS is another old-time member, now retired at Victoria, whose membership goes back to 1910. He first owned the sloop *Intrepid* in 1910, originally built by Louis 'Speck' Jewitt in 1906. In 1913 he bought the 33 foot schooner *Tenderfoot*, a beautifully built ship of the sealing schooner type and designed for ocean cruising. The builder of that vessel, Harry Bird of Victoria, cruised to San Francisco and returned in her before Fred bought her. In 1933 Fred Mills bought the *Uwhilna* from Seattle and in her, circumnavigated Vancouver Island—the first R.V.Y.C. ship to do so. He won the Beaver Cup in *Uwhilna* in 1938. He was the first Fleet Captain of the club when that post was created in 1921 and in 1955 he presented a fine library of yachting volumes to the club. He was elected an Honorary Life Member in 1964.

PHIL WHITEHEAD, Fleet Captain in 1923 and 1927, owned the American built sloop *Glendolyn* from 1919 to 1924, winning with her in the heavy sloop class of over 23 foot waterline in the 1922 international regatta in Seattle. He also crewed in the *Lady Pat* in the international R class and in many other craft of the R.V.Y.C. fleet. He met a tragic death by drowning off the North Vancouver Ferry wharf.



W. H. 'BILLY' FINDLAY joined the club in 1905. He was for many years Sports Editor of the Vancouver World and later transferred to the Vancouver Sun. He was very active in club sailing affairs and was a member of the sailing Committee from 1907 for a decade or more. He sailed the centreboard cruising sloop *Silver Spray*, picking up a few wins in the process, and was for years judge or timekeeper at most of the early international regattas. To distinguish him from another Billy Findlay who came on the Sun sports staff from Winnipeg, W. H. was later known as 'Vancouver' Billy, the Prairie arrival being known as 'Winnipeg' Bill. Our member, 'Vancouver' Billy Findlay, was a very keen yachtsman and in his capacity as Sports Editor of the two leading newspapers did much to develop the sport of yachting with his very complete reports, which dominated the sports pages of the day.

GORDON B. WARREN, another newspaper man, joined the club in 1908 and for 25 years was an active sailor, acquiring *Spraydrift ex Spindrift*, a 30 foot centreboard sloop built in 1912, and sailing her until the early 1930's. He faithfully recorded much of the early history of the club and it is from his detailed records that much of this work has been compiled—all records and minute books having been destroyed in the 1909 Stanley Park clubhouse fire. Later records up to 1953 were stored in the basement of the Jericho Clubhouse in 'McGee's Locker', which, like its namesake, held a little of everything—including some old netting—and it is presumed that spontaneous combustion set off that blaze. There is no truth to the rumour that 'incriminatory' or 'hot' records exploded by themselves. At any rate, Gordon's labours of several hundred bound sheets of closely typed material covering activities up to 1930 were saved and the club is indeed indebted to him for dedicated labours over many years.

The ROGERS BROTHERS, Ernest, Philip and Forrest, sons of B. T. Rogers, commodore from 1912 to 1918, took an active part in international regattas, racing the R class sloop *Turenga* in the Lipton Cup contests at Victoria, Seattle and Vancouver, each having a turn in her. In 1925 Ernest Rogers brought out the fine 49 foot yawl *Dawn* from Chicago, which he later named the *Andi Lailey*. She won the Beaver Cup with an all-time record of 11½ hours in 1926 and won again in 1929. He was drowned in 1939 when he dived overboard from the *Andi Lailey* in an heroic attempt to rescue his daughter, who had been knocked overboard by the boom. His daughter was saved but Ernest presumably suffered a heart attack in the chilly up-coast water because after surfacing he disappeared and was lost.

OSWALD 'SKIPPER' MOSELEY was a charter member of the club, a Life Member, and although now living in Victoria, still keeps an active interest in things nautical. Among his early yachts were the *Thelma*, a 33 foot sloop built for him by Billy Watts, and the 37 foot sloop *Dawendeena*, former Nanaimo pilot boat. Later he owned the 31 foot cruising

yawl *Nancy* and the 32 foot sloop *Nancy M.* In 1923 he purchased the 36 foot trading schooner *Ashigamik*, built in Seattle in 1894, in which he cruised the coast for many years in fine seamanlike fashion.

Another of the early members was BILL TEMPLETON, who acquired the A class sloop *Imp* from Puget Sound and re-named her *Amorita*, racing her with success for several years. Later he sailed the red hulled *Tamahnowus*, 29 foot at the waterline, with a great deal of success, capturing the Beaver Cup with her in 1923 and 1928. Bill was a man of little patience, and Art Jefferd recalls one occasion in which Bill could not start the little auxiliary engine of the *Amorita*. Eventually, with a mighty heave and a mighty oath, he manhandled it over the side into Coal Harbour, and there it lies today in the mud.

In the early days of the club history, some of the stalwart young bloods, who included 'BARNEY' JOHNSON, BILL TEMPLETON, SPECK JEWITT, CHARLIE JULIAN, and others, formed a select section and took vows never to luff nor reef. They called themselves the Never Luff Club, and a meeting was held each Saturday night aboard a selected boat during the season and in the club's quarters in Stanley Park during the winter.

To gain the proper atmosphere drinks were confined to overproof rum, the smokes, to thick black pipe twist, and the conversation to ships. The club slogan, which was usually bellowed when lying safely at anchor, or in an armchair in front of the clubhouse fire, went as follows:

*"Luff! luff! never luff!  
Reef! reef! never reef!  
Keep her full, keep her full,  
Give the blooming sheets a pull,  
And NEVER, NEVER, LUFF her."*

It was before the days of cars and motorboats, and the return journey was across Coal Harbour by dinghy from Thompson's Boat-house at the foot of Denman Street. The last departures . . . both men and dinghies . . . were generally overladen. On a certain dark night the last dinghy shoved off. She was a four man boat but had eight aboard, and in mid-channel gently slid from under the crowd. Four swam back to the clubhouse and four to the Georgia Street boathouse. Each contingent arrived safely, counted heads, wept bitter tears over the supposed loss of their shipmates, gave the alarm, commandeered other dinghies to search for the 'bodies' . . . and met each other in mid-channel.

That broke up the Never Luff Club, for when the story reached the ears of the Commodore, he decreed that "enough is enough", and pronounced the end of the "Never Luff".

Another of the pre-1914 era who is still very active in club activities is A. H. 'ART' JEFFERD, Honorary Life member, who joined the club in

1909, but first crewed in 1907. He owned the speedy red-hulled 21 foot sloop *Redskin* for several years, racing against the *Tillicum* and *Adanac*. He acquired the *Redskin* at the height of the Vancouver real estate boom, by swapping a lot out in the wilds of Fraser Road for her. Art was Hon. Hydrographer for 21 years, 1940 to 1960—by far the longest period of service by any club member. His late wife (nee Ernestine Smith) was the first and only woman to be accorded the honour of Honorary Life Membership in the Royal Vancouver Yacht Club. An ardent yachtswoman, she at one time owned the 40 foot sloop *Elsa May*. In her memory, Art has presented the beautiful Ernestine Jefferd Memorial Perpetual Trophy for Star Boat Racing to the club.

In 1938 while Art Jefferd was at the tiller of Fred Mills' yawl *Uchilna*, Mrs. Jefferd was swept overboard by the boom, just west of the First Narrows. Without knowing who had fallen overboard, Art promptly jumped over the side. Since neither he nor his wife could swim a stroke, there could well have been a double tragedy. But they kept their heads and managed to keep afloat for half an hour until rescued.

CEDRIC and NORMAN GYLES, sons of G. F. Gyles, served a very useful initiation to yacht racing in the Kitten Class sailing dinghies at the time when this class was active with some of the best skippers in the club competing. Later they raced the sloop *Elsa May* in cruiser races and also had considerable experience on the crews of R class challengers *Patricia* and *Riowna*. Cedric skippered *Riowna* in the Lipton Cup contest at Seattle in 1926 and again in 1927 at Vancouver (see Lipton Cup Racing). He served as Fleet Captain in 1938 and in 1955 imported the Fife designed 8 metre sloop *Concerto* from the Clyde. He also served the club as Hon. Treasurer from 1952 to 1956 and was elected an Honorary Life Member in 1962.

W. G. (BILL) MCKENZIE owned and raced the sloop *Dionne* in 1924 and in 1930 owned the power cruiser *Macard*. He raced with Ron Maitland on the *Patricia* and *Riowna* in international contests for the Lipton Cup and was also one of the *Lady Pat's* crew when Mr. Maitland took her down to race at Los Angeles in 1928.

E. F. (JACK) CRIBB, famous in R.V.Y.C. annals as the *Lady Van* skipper who brought the Lipton Cup to Vancouver in 1929 by defeating the perennial victor *Sir Tom* of Seattle, had long association with the sea as a ship builder and salvage expert before he joined the club in 1926. He was an active sailor in the heyday of the R class and was one of the syndicate that built the *Lady Van*. His naval dockyard experience in England during the first world war was put to good use in the Second World War when he superintended construction of fifty-two 10,000



tonners at the False Creek yards of West Coast Shipyards and he designed a special landing barge for naval use, producing 75 of the craft in addition to hundreds of a reversible Cribb designed plywood life-raft.

Some time after the war he created some consternation among our "hardy" sailors by plowing up to the Jericho landing wharf at an English Bay regatta in one of his landing barges converted into a really palatial travelling house-boat. Leisurely power house-boating however was not for Jack because after one season so equipped, he designed and built the fine motor-sailer *Shirley Jane* which after some years he sold to J. W. (Ace) Lindsay who re-named her *Staghound*. Jack Cribb was elected on Honorary Life Member in 1954.

GEORGE ASKEW was another old time yachtsman who was also a builder of well known successful R.V.Y.C. yachts. He constructed the yawls *Westward Ho*, *Hereandthere* and *Nelmar*, the sloops *Gamine* and *Ardrie* and the cutter *Cresset*. He crewed with Jack Cribb when the *Lady Van* won the Lipton Cup, and he won the 1924 sailing dinghy championship with his *Native Daughter*. Another activity of George Askew and Jack Cribb together, was the building and re-assembling of stern wheelers for northern B.C. and Yukon rivers, including river boats used on the Fraser River by Foley, Welsh and Stewart, original builders of the Pacific Great Eastern Railroad. George Askew was elected on Honorary Life Member in 1948.

H. A. (HUBIE) WALLACE, Fleet Captain in 1929, 1930, 1931 and Rear Commodore in 1932, owner of the yawl *Minerva* from 1927 on, was very active in all club sailing events and regattas, winning the Beaver Cup 1934, 1935 and 1936. He and the club suffered a great loss when the beautiful *Minerva* was accidentally beached and burned to the waterline at Ganges Harbour, June 28th 1936. Confusion of shore lights with wharf lights caused *Minerva* to run aground to port of the Ganges wharf. A leak developed in cracked piping connections and the plumber obtained from Ganges accidentally set fire to the vessel with his torch and she was quickly consumed by flames. In 1948 he acquired *Buccaneer III*, 47 foot A class sloop imported from Nova Scotia by Jim McPherson in 1946 and sailed her in international regattas and in the Swiftsure Lightship Classic until sold to Russell K. Baker in 1956.

The Honorable IAN MCKENZIE, M.P., one time Minister of National Defence, Ottawa, was an active sailing member of the club during the 1920's. He won the Beaver Cup with the cruising sloop *Onoma*, later changed her to yawl rig. He took a leading part in the club "stag" and other gatherings, booming out sea chanties and reciting hilarious verse much to the enjoyment, if not the edification, of assembled yachts-

men. (See reference to famous match race between *Alexandra* and *Onoma* in chapter on Beaver Cup Races.)

J. EDWARD BIRD and his sons Harry and Ted were active sailors in the early 1920's in the 10 ton yawl *Nymph*, a heavy weather ship of 50 feet by 12 foot beam. Harry relates the fine training he received from his father in heavy weather sailing, born of the latter's experience on Lake Simcoe in the 1890's where he learned to race and cruise. Harry recalls the very rough Gulf crossing to attend the first Pacific International Regatta held after the First World War in 1920 at Victoria, and a memorable later occasion sailing up the Gulf past Cowan's Point in a heavy southeaster when *Nymph's* mast and rigging gave way, cleats pulled right out of the deck, backstays gone and the ship drove right through the wreckage.

It was probably heavy weather experiences like those that prompted Harry, some years later in his *Penguin*, to start out on the White Rocks Race ALONE when his crew failed to show up at starting time. *Penguin* was a 33 foot racing sloop—certainly no ship to sail single-handed in an overnight race, yet Harry performed this feat which has never been equalled—George Askew tried it once alone, but gave up and returned long before he reached the White Rocks.

About this epic voyage and his acquiring of *Penguin*, Harry has this to say . . . "The good ship *Penguin* was a fast racing sloop of 33 feet with a fixed keel, having been converted from a centreboard sloop. All fittings were solid brass or bronze, lignum vitae blocks. The deck was teak with solid mahogany king planks etc. She just looked like a little grand piano when scraped and painted for the season's racing and cruising.

"The gear and spars were lying up in the sail loft at Wallace's Shipyard in 1924 when a syndicate of 'wealthy' yachtsmen and I put up \$50 each—\$250 in all. And we had a hard time finding that \$50 each, I assure you. Included in the deal was a one-lunger 2 cycle aux. engine which nobody could get to run. We tried to get Mr. Wallace to take back the engine for some refund—but he said he was more interested in bigger engines, so we later heaved the thing overboard and it now lies up Indian Arm at the bottom of the sea.

"However, we never regretted our purchase for we won many races with her and I still have 8 trophies at home which my wife has been hiding for years because they take a lot of polishing.

"Having bought out my partners I had a hard time finding a crew—what with girl trouble, financial embarrassment, etc., etc. it was quite a job to keep a crew together.



"One Saturday I set out for Jericho under power, ready for the White Rocks Race. I was at the starting line—the gun went off, and there I was waiting for my crew to show up. No show—so I crossed the line alone, with one box of sandwiches, a copy of Reader's Digest and an old teapot which I used to balance the tiller when I was in the cabin.

"It was a lovely day, and a nice race; we did short tacks up the southwest shore of Bowen Island and past Gower Point and then ran out of wind. However, the wind came up later and I remember waking up in the middle of the night going at a fast clip the wrong way. I had rounded White Islets off Sechart at about 22:00 hours and it was now about 02:00 hours in the morning and I was back at White Islets where I had been 4 hours ago. Well I came about, headed for the finish line and I remember getting up the spinnaker by myself for the long run home.

"As I crossed the finish line I was surprised to see a number of other ships at anchor waiting for me to finish. It took 3 men to take off the spinnaker—it was so tangled up, I had a good time and suffered no hardship whatsoever but after a session at the clubhouse I didn't remember much for the next 24 hours. That old teapot stayed with me for many years—better than these new-fangled gadgets any day."

Later, Harry acquired the 35 foot sloop *Dolphin II*, sailing it for some years.

Harry Bird served as Honorary Treasurer two years, 1950 and 1951, and with Commodore Capt. B. L. Johnson went personal guarantee for a club loan at the bank in 1951 to enable the raising of \$15,000 for the creation of Junior quarters on the wharf at Jericho. He was elected an Honorary Life Member in 1964.

JOHN WINSLOW was one of the early active skippers whose name appears on many club trophies. He was the designer of the Kitten class sailing dinghies in which he made a name in local and international races, sailing the *Black Cat* which was one of the team that won the Gale Trophy from the Seattle dinghy team in 1922. He served as Honorary Measurer in 1920 and 1921, before moving to Seattle.

HENRY BELL-IRVING, eldest son of H. O. Bell-Irving, was another of the prominent skippers in the old Kitten class. He also raced the *Dione* and other yachts in the fleet and over the years owned several power vessels.

L. T. ALDEN, brother of the famous yacht designer, John Alden, was another well known yachtsman who served the club as Honorary Measurer from 1927 to 1931. He raced the sloop *Gamine*, built from his brother's designs, with a great deal of success, winning a large number of trophies.

H. C. ELLIOTT, his son Clint, and Ben, his cousin, must be included in the list of early active yachtsmen. In their large cruising yawl *Anywhere*, which they had built themselves, selecting the "sticks" from standing timber near Deep Cove, Indian Arm, they won the Beaver Cup two years in a row—1931 and 1932. Clint still sails the fine yacht after 35 years, not racing now but cruising Howe Sound and Gulf waters. Ben Elliott won the international Kitten class contest at the 1928 P.I.Y.A., the last international event in this class.

ROY GINN's service to the club must not be forgotten. He was Rear-Commodore 1928 to 1931 and Vice Commodore 1932 to 1934. He sailed the yacht *Truant*, a yawl, with much success, finally turning to power craft when he acquired the fine estate at Lamalchi Point, Kuper Island. He served many years as Justice of the Peace among the Gulf Islands and was affectionately known to all cruising yachtsmen as the "Laird of Lamalchi". He contributed a great deal to the revision of the club by-laws about the time that we were incorporated under the Friendly Societies Act. His eloquence at annual meetings was relished and will be long remembered.

Another legal "light" who was a most enthusiastic yachtsman was the late Justice of the Admiralty Court, the Hon. Mr. Justice SIDNEY SMITH. He and other lawyers like the late Mr. Knox Walkem were a "tower of strength" when it came to annual meetings where the question of by-laws were concerned. The masterpieces of rhetoric and "legal mumbo-jumbo" that these gentlemen hurled forth did much to enliven the somewhat "stodgy" business meetings. Mr. Justice Sidney Smith served as Vice-Commodore in 1939 and 1940 as well as many terms on the Executive Committee. Previous to taking up law, Sidney served his apprenticeship in sail and was a "Cape-Horner". Well remembered is the Annual Meeting of 1940 when the Honorable Justice, concluding in a burst of oratory, completely "boxed" the compass and received a standing ovation from the envious amateurs present, many of whom had difficulty in even remembering the principal points of the compass in their proper sequence.

KNOX WALKEM was primarily a power boat man, but he was a very capable navigator and engineer. His *Half Moon* won the international power boat classic in 1910, and again he carried off the honours in 1912 with his fine new *Full Moon* (see reference in Early Power Boats).

He was also a capable trumpeter and enlivened the arrivals and departures from anchorages at many of the early cruises with his spirited rendering of "Hail, Hail, the Gang's All Here" and "Aloha" or "Auld Lang Syne". His last ship, *Sal Lal*, a 44 foot power cruiser, regularly attended all club functions and regattas with Skipper Walkem at the helm.



Another well known father and son team in the 1920's was WALTER CLINE and his son DR. HAROLD M. CLINE. For them, in 1927, George Askew built the 54 foot yawl *Whitewings II*, which was traded three years later with "Barney" Johnson's *Alexandra*. They actively sailed this fine historic yacht for several years before selling her to Temple H. Wright. Capt. B. L. Johnson re-christened *Whitewings II*, naming her *Westward Ho*.

W. A. "BILL" ROEDDE, well within the memory of today's vigorous sailors, was also a "great" among the old-timers of the club. He joined the club as a Junior in 1905 and but for his four years service overseas in the First World War, was a continuous and active participant in all club races, fixtures and gatherings. Bill was a natural sailor—he not only knew how to sail a boat, but he knew how to design and build one. He was the moving spirit in the keen group of Star Boat sailors who wanted to graduate to a larger type of vessel giving some protection from the elements and providing accommodation for cruising. This was in the "hungry thirties" and a low cost ship was imperative. Accordingly Bill and pals got together and designed the original *Roedde* with the help of Tom Halliday, naval architect. (See chapter on Star and Roedde classes.) Again in 1949, Bill Roedde, Bert Tupper and Jack Williamson got together and produced an improvement on the original design and the first of six or seven of the new type off Tom Taylor's ways was christened *Carita II*. Bill captured many club trophies with his *Carita* and *Carita II* in addition to being very active in club management. He was Honorary Hydrographer in 1934-35-36, Fleet Captain in 1941-42-43 and Rear Commodore in 1945. Few men were more active than Bill in club affairs or did more for the development and advancement of yachting in local waters. In later years he was wont to head off for some fishing and probably the most satisfying picture of sailing contentment is that of "Old Bill" heading into the sunset for the Gulf Islands, alone in *Carita II*, but astutely trailing his dinghy on a long, long line behind him. He was elected an Honorary Life Member in 1945.

HARRY E. (SKIPPER) WYLIE joined the club in 1919 and was one of the founders of the English Bay Star Fleet in 1923. He had sailed as a boy in Ireland, learning how to handle small boats in Belfast Bay, and was one of the most capable skippers ever to hold a tiller in local waters. He had an uncanny knack of keeping a ship moving in practically a dead calm—and when the first little puff came along—he was away. His original Star was Number 118, *Astrea*. In 1923 he came second in the International Star Class Championship races held in Long Island Sound, and he also competed in the 1932 Olympics at Los Angeles. Sailing *Windor*, which was shipped down, he tied for third place after being fouled in the first race. He skippered the *Lady Van* during the years she was owned by Commodore, the Hon. E. W. Hamber, winning the R class Club Championship Series in 1936.

Although he had owned several Star Boats he built a new Star, *Talisman*, when he was approaching seventy years of age. He served the club as Hon. Hydrographer in 1924 and in 1947 was elected an Honorary Life Member.

Another pair of brothers who have given sterling service to the club, with a fine reputation as sailors, are the URRY BROTHERS, Doug. P. and F. Wavell. They designed, owned and sailed the cutter *Cresset*, which was built at George Askew's yard in 1929. Winner of the Julian Cup in 1931, sailed by Mrs. F. Wavell Urry, *Cresset* also won the Fraser River Lightship Race for the Minerva Trophy in 1937 and was twice winner of the Beaver Cup, in 1940 and 1946.

Doug served as Hon. Measurer in 1932-33-34 and was Rear Commodore in 1935-36-37-38. He is best remembered, however, as the designer and builder of "Urry Maru" our famous starting tower which lies off Jericho in the summer months and languishes in the back reaches of our Coal Harbour station in the winter months. Doug and Wavell, both professional engineers, have given unstintingly of their advice and services in the construction and development of our floats and mooring facilities at both stations and in recent years Wavell made a very extensive survey of potential developments to extend facilities at Stanley Park.

In 1953, while on a visit to the United Kingdom, Doug, Wavell and Mrs. Victoria M. Urry bought the 12 metre *Jenetta*, 71.5 ft. overall, designed by Alfred Mylne for Sir William Burton in 1938 and built by the Bute Slip Dock Company, Isle of Bute, Scotland. She had been raced by Sir William in the 1939 season when the American twelve metre *Vim* visited British waters, was laid up during the war and was converted to a cruiser by an Ipswich yard in 1946. After acquiring *Jenetta* in 1953 the Urrys raced it successfully in the Clyde Fortnight of that year and immediately afterwards designed a conversion to ketch rig in consultation with Robert Clark. Subsequently, after cruising Scottish waters, *Jenetta* was shipped to Vancouver, arriving in February 1954. Doug P. Urry was elected to Honorary Life membership in 1956.



J. Edward Bird's NYMPH, 1920.



*Sloop ALEXANDRA (old rig).*



*Sloop SPIRIT II (old rig).*





World War I Honour Roll.



## CHAPTER 11

# *R. V. Y. C.*

## IN WORLD WAR I

AT THE ENTRANCE of the Royal Vancouver Yacht Club at Jericho are two bronze plaques, of which members are very proud. These are the rolls of honour of those who served in both World Wars. They are names of men who gave of their best to their country in both war and peace.

In the first World War, out of a membership of about 200, a total of 87 served in the armed forces, of whom a high percentage of 16 gave their lives. At first there was little opportunity for yachtsmen in naval service, except for members of the R.N.R., who were very quickly called up. These included Barney Johnson and Fred Crickard, both of whom served in the two ex-Chilean submarines which were purchased in Seattle in August of 1914 by the British Columbia government. However the majority of young yachtsmen enlisted in the Canadian Expeditionary Force, serving through the muddy slaughter of Flanders.

Those who were more patient got their chance in 1916, when a representative of the British Admiralty came to Vancouver to recruit volunteers for a motor patrol service. Men who were needed would be able to take charge of the swift motor launches that Great Britain was then turning out in great numbers. At a meeting of the yacht club, Commodore B. T. Rogers introduced Commander Armstrong, the naval representative to the members. The commander explained that he was looking for young men who had made a hobby of the sea, and had acquired some familiarity with the handling of small craft. They would receive a simple course in navigation sufficient for the requirements of the service. The age limits were 20 to 35. After a month's course in navigation at Greenwich, the recruits were to go to a depot ship at Southampton for six weeks, which would be followed by a month of gunnery at Whale Island.

The response from Vancouver was immediate, and 57 young men went to England in August 1916 for their initial training as sub-lieutenants. Those from the Royal Vancouver Yacht Club included Fred and Rowe Holland, and Curtis A. Davidson, Owen Power, Claude Thicke, Fred Mills, G. C. Van Horne, J. A. Leckie, W. L. Collister, Johnnie Green, Gordon Warren and Clair Jellett.

Others who saw service in the Royal Navy and Royal Canadian Navy included Charlie Julian, Lieut. R.C.N.V.R., Lieut. Henry B. Bell-Irving, R.N.V.R., C. W. Crofts, R.C.N.V.R., and G. H. Wailes, Lieutenant R.N. W. S. Earle was a lieutenant in the Royal Naval Air Service. Among those who took to the air in the Royal Flying Corps, ancestor of the Royal Air Force, were Harry Marshall, H. B. Branton, M. L. Gordon, C. Clement, Irwin Davis, and Harry Bird.

The great majority however joined the army, serving with distinction in all ranks, from Brigadier General R. G. Edwards Leckie to humble Private Clarence Wallace of the 5th Battalion, now Col. the Hon. Clarence Wallace, C.M.G. Tom Ramsay also went with the 5th. Bill Roedde served as a gunner in the Artillery and Vincent Ramsay was killed in action as a sergeant in the 16th Battalion. Lieut.-Col. H. G. Hulme commanded the 62nd Battalion, for which members of R.V.Y.C. raised the cost of a machine gun.

Captain Barney Johnson, who got his first glimpse of a submarine at Esquimalt in August 1914, was subsequently to make a great name for himself as a submarine commander in the Royal Navy, for which he received the Distinguished Service Order. An account of the feat which won him this honour was described by the late Commander W. G. Carr, R.C.N.R., in his account of the submarine service in World War One, called "By Guess and by God".

"To a Canadian," he wrote, "Lieut.-Commander B. L. Johnson, R.N.R. must go the credit for one of the finest feats performed in the annals of submarines. The extraordinary thing is that this officer was not a highly trained submarine officer with years of peace time training. He was in the merchant service before the war, and was appointed to bring the H8 over from Halifax. She was one of the boats constructed on that side of the Atlantic. He made her way across the Atlantic Ocean long before the world went mad about the feat performed by the *Deutschland*. Commander Johnson was submarine-minded. He loved them. He trained a crew consisting of nearly all reserve ratings like himself until they were the equal of any crew in the service. They were nearly all Canadians or Scotch. So well did this crew perform when they arrived at Harwich with their boat that Johnson was allowed to retain his command and take her out on active service. He was the first officer of the Royal Naval Reserve to command a submarine. Several more were given this honour before the war ended. With less than four years' experience they proved themselves qualified, and the confidence placed in them was never regretted. Many more reserve officers were serving as first lieutenants of submarines when hostilities ended. They knew nothing of engines and machinery when the war broke out. They joined submarines as navigating officers and for watch-keeping duties, but quickly mastered the most complicated work in the service. Submarine

H8 was patrolling off Ameland Gat on March 22nd 1916, when those inside her heard a slight scraping noise forward. They were down at 60 feet at the time, and hardly had they heard the weird sound than the boat rocked under the influence of a terrific explosion. The submarine sank by the bows and hit bottom at an angle of between 20 and 30 degrees in 85 feet of water. She had struck a mine, and when it exploded against the starboard forward hydroplane both forward hydroplanes were blown off, the bow caps protecting the torpedo tubes blown off, the torpedo tubes themselves wrecked, and the hull was badly damaged. No. 1 tank was ripped open to the sea.

"If it were not for the fact that her crew returned to Harwich and brought their crippled boat back with them, this story would never have been written. Johnson's report of the affair was, as might be expected, exceedingly brief: 'The forward bulkhead though leaking happened to hold. The watertight doors were closed. The motors were put astern, and No. 2 and No. 3 ballast tanks were blown. No. 1 tank was found to be open to the sea. The submarine then came to the surface. After blowing some fuel and making some temporary repairs, course was shaped for Terschelling and then Harwich. The flotilla captain of HMS *Maidstone* wrote, reporting on the matter: 'The captain (Johnson) reports that although it seemed obvious to all that the boat was lost, the officers and entire crew proceeded to their stations without any sign of excitement and all orders were carried out promptly and correctly. I would submit that such conduct in the face of apparent certain death, is an example of which the whole service may be proud.'"

Recalling this "incident" recently, Capt. Johnson said that after surfacing he slid down the jumping wire to the bow, noted the complete loss of bow caps thus leaving the four armed torpedos acting as cutwater; the sea was breaking over the bow and the torpedo pistols could not be removed so he went back to the conning tower and kept silent on that detail until arrival at Harwich 28 hours later when prompt action removed the pistols.

H8 was sent to the Greenwich Naval Shipyards and a complete new fore end fitted returning her to active service; Capt. Johnson was promoted to a larger submarine.

Many of the yachtsmen in the naval service served in M.L.'s in the zone around the British Isles where the German submarine campaign was mainly concentrated and where German mine fields were laid at every opportunity. Torpedoed merchant ships were a familiar sight, and occasionally the motor launches got a shot at a submarine or dropped depth charges. Others hunted for Austrian submarines in the Mediterranean and Adriatic. At times they engaged in the unhealthy service of minesweeping, and even after peace was declared the sea was still full of German and British mines that had to be swept up.

CHAPTER 12

*Commodores between the Wars*

R.V.Y.C., 1919 - 1945



F. T. SCHOOLEY  
*Commodore 1919*



A LIFE MEMBER of the Club who joined in 1904, Mr. F. T. Schooley was a prominent member of Vancouver's early business community, being manager of the pioneer Royal Crown Soap Works. In the early days of the Club he sailed the former pilot cutter *Dawendenna*, which he acquired from Oswald Moseley in 1905. His flagship was the power cruiser *Konomic*, 57 ft., which he had built in 1910. There had been very limited racing activity during 1917 and 1918 as many owners and crews were away on active service, but with members returning during 1919, three regattas were held in May, July and August. In the May regatta, R. A. Bindley's *Britannia* won in the A class sloops and F. Foster's *Dione* in the B class. The July regatta was really historic in that all yachts with the exception of J. Green's *Madeline* went the wrong course . . . In the August regatta J. P. Fell's *Onoma* took the A class and Reg. Purves' *Asthore* the B.

A highlight of Commodore Schooley's year was the great re-union held at the Hotel Vancouver on November 21st, 1919—the largest gathering the Club had ever held—at which he welcomed returning members (see chapter R.V.Y.C. in World War I). It was also this year that plans were made to build a class of 15 ft. sailing dinghies designed by John Winslow to cost \$200 each. Seven members agreed to purchase and fifteen were ordered. Cat rigged, they carried 185 sq. ft. sail, had steel centreboards and beam of 5 ft. 4 inches. The class was owned by: No. 1, F. Akhurst; No. 2, Joe Malkin; No. 4, E. T. Rogers; No. 5, T.

Pattison; No. 6, H. Bell-Irving; No. 7, Cedric and Norman Gyles; No. 8, H. H. Simmonds; No. 10, G. Hazen Phillips and Ron. Kerr; No. 11, W. Chambers; No. 13, J. Winslow; and No. 15, Harry Marshall. Among the owners of unnumbered dinghies were F. W. Crickard, B. C. Stephenson, W. C. Nichol, Geo. Wadds and the next Commodore, H. O. Bell-Irving. He was elected Honorary Life Member in 1937.



*M.F. KONOMIC, 1910.*

H. O. BELL-IRVING  
*Commodore 1920-1921*



FOR OVER THREE DECADES the eighth Commodore of the Club, Mr. Henry O. Bell-Irving, had been very active in Vancouver yachting affairs, having been one of the founders of the first organized yacht club, formed only a year after the incorporation of the City. In 1887 he was elected Chairman of the new Burrard Inlet Sailing Club, with E. E. Rand as Secretary and 16 charter members enrolled. He became a member of the Vancouver Yacht Club in 1904.

By 1920 racing was in full swing again and the international contests were revived with the formation of the Pacific International Yachting Association at a meeting held May 15, 1920 in Victoria, B.C. As our representative on P.I.Y.A., Commodore Bell-Irving was elected Vice-Admiral of the new body, the Admiral being Mr. James Griffiths of the Seattle Yacht Club. *Turenga* was defeated by *Sir Tom* in Cowichan Bay and Victoria for the Lipton Cup and at a special General Meeting of the Club held August 31st, 1920 the decision was made to build a new challenger. Mr. A. M. Dollar put up \$1000 and Ron. Maitland \$500 towards the Nicholson design R boat which was named *Patricia* after the daughter of Mr. Maitland, Patsey, who christened the boat that her father was named to Skipper. With the re-election of Commodore Bell-Irving in 1921 a new post was added to the Executive, that of Fleet Captain, and Mr. Fred O. Mills was the first Fleet Captain elected. His yacht at that time was the 33 ft. schooner *Tenderfoot*. Commodore Bell-Irving's flagship was the power cruiser *Emoh*, and he did much



to develop cruising to up-coast and Gulf Island points by leading many successful Club cruises. His summer home on Paisley Island was a favorite rendezvous for our sail and power fleets. At the P.I.Y.A. 1921 regatta, again held at Cowichan Bay, the *Patricia* was defeated by *Sir Tom* in the Lipton Cup series.



M.V. EMOH, 1912.



G. F. GYLES  
*Commodore 1922-23,  
1927-1928, 1940-1941*



NINTH COMMODORE, MR. G. F. GYLES, was elected for six terms to lead the activities of the Club, and in 1922 he was also elected Vice-Admiral of P.I.Y.A. In 1930 he was elected Admiral of that international body. Commodore Gyles was a very keen yachtsman and with his sons, Cedric and Norman, and daughter Gwynneth, took an active part in the cruising and racing over three decades, flying his flag on the cruising sloop *Elsa May* during his first term. Following our defeat by Seattle in the 1921 P.I.Y.A. regatta at Cowichan, a determined effort was made in 1922 at the P.I.Y.A. event in Seattle, but again *Patricia*, skippered by Ron Maitland, lost two straight races. In the class races, however, the Vancouver boats did better, collecting thirteen trophies. The Vancouver team of kitten class dinghies won the Gale Cup and John Winslow's *Black Cat* won the free-for-all coast dinghy championship. Our yachts also swept the boards in Special Sloops, Heavy Sloops, Yawls; schooners being won by Victoria. Public interest in the international competitions ran high in Vancouver and the newspapers posted bulletins in their front windows—radio being “non-est” then. In August, 1922 Ron Maitland took *Patricia* down to Newport, California and Ted Geary took *Sir Tom* from Seattle to compete in the Isherwood Series. *Sir Tom* took the Trophy but *Patricia* came second in a large fleet of California yachts.

It was during Commodore Gyles' first term that Star Boat racing started on English Bay with the formation of the English Bay Star

Fleet (see chapter on Stars), and Harry E. Wylie, the "daddy" of Star Boat men (later an Honorary Life Member of our Club) represented Canada at the International Star Class Regatta on Long Island Sound in 1923, capturing second place.

In the 1923 P.I.Y.A. held at Vancouver our *Patricia* again failed to beat *Sir Tom*, although she came in second, beating Ben Weston's *Angela*, a California entry. Pacific Coast Star Class championship went to *Maia* from Southern California, Harry Wylie's *Astrea* gaining second in a fleet of 14 stars. The Pacific Coast Championship in the Kitten class went to C. P. Leckie's *Meow*, R.V.Y.C.

In addition to the activity in sailing, at this time there was a large addition of power cruisers to the R.V.Y.C. fleet, including Norman Lang's 135 ft. cruiser *Norsal*, equipped with twin 200 h.p. Fairbanks-Morse semi-diesel engines; A. M. Dollar's 110 ft. *Rio Bonita*; W. P. Dewees' *Reindeer*; *Privateer*; and Tommy Leigh's *Catherine I*.

In the interim between his first and second terms, Mr. Gyles headed the syndicate that purchased the R class sloop *Riowna* from the Great Lakes to challenge *Sir Tom* for the Lipton Cup in 1925. *Riowna* lost to *Sir Tom*, and again, in 1926, skippered by Cedric Gyles, she took second place to the Seattle defender, although she came in ahead of *Turenga*, sailed by Phillip Rogers.

Early in Commodore Gyles' second term, as *Riowna* proved to be a heavy weather boat, a syndicate was formed to build a challenger from designs by John Alden, the *Lady Pat*. Following the formal opening of the new clubhouse at Jericho in June, 1927, the P.I.Y.A. regatta highlight was the contest between *Lady Pat*, sailed by Ron Maitland, *Riowna* by Cedric Gyles and Lipton Cup defender *Sir Tom*, skippered by Ted Geary, Seattle. It was the old story, *Sir Tom* 9 pts., *Lady Pat* 6 pts., *Riowna* 3 pts.

That fall (1927) Tom Ramsay promoted a new R class syndicate to build the *Lady Van* from designs by C. E. Nicholson, but at the 1928 P.I.Y.A., also held at Vancouver, *Sir Tom* again carried the day, *Lady Pat* second, *Lady Van* with Tom Ramsay at the helm third, and Commodore Gyles' *Riowna* fourth. Also, in March 1928, Ron Maitland's *Lady Pat* sailed to second place in the Lee Trophy Series held off San Pedro, California, the winner being Mr. Welch's *Live Yankee* from Boston. Mr. Maitland had with him as crew W. Merrick, W. G. MacKenzie and Geoffrey Woodward.

Mr. Gyles again held the post of Commodore in 1940 and 1941, flying his flag on the power cruiser *Kennet II* and guiding the Club's destinies during the early war years.

At a later date Mr. Gyles donated the Gyles Trophy for 6 Metre yacht perpetual competition, further evidence of his continuing interest in promoting the sailing game. He was one of the "greats" in the Royal Vancouver Yacht Club, and was elected Honorary Life Member in 1953.



*Aux. sloop ELSA MAY, 1922.*





*R Class sloop RIOWNA, 1925.*



R. M. MAITLAND  
*Commodore 1924*



TENTH COMMODORE, RON MAITLAND was also one of the "greats" in the R.V.Y.C. history. His enthusiasm extended to racing, cruising, power boating, and as a boat swapper he had few equals. During his term the Club first applied for the lease of the Jericho property, and he led a memorable fleet cruise to Princess Louisa Inlet, the most ambitious that had been attempted up to that time. During his term as Commodore, R. M. Maitland flew his flag in the power cruiser *Ysidro*. That year Reg Purves represented the Star fleet in the International Star Class Regatta on Long Island Sound, getting seventh place.

The P.I.Y.A. regatta was held in Tacoma in 1924 and the Vancouver sailing craft did not attend. There was no Lipton Cup contest that year.

During the visit of the Special Services Squadron of the Royal Navy to Vancouver in 1924, officers of H.M.S. *Hood*, H.M.S. *Repulse* and H.M.S. *Adelaide* were given an opportunity to show their skill in yacht racing. A special regatta was held on English Bay in their honour. Teams of two Star boats each were manned by officers of the *Hood*, *Repulse* and *Adelaide* respectively while others sailed yachts of the sloop and cruiser classes. The Hood team, sailing the *Stella Maris* and *Astrea*, won in the Stars. In the light sloop class Adelaide won in *Turenga* and in the cruiser class Repulse won in *Tamahnowus*. There was a 10 to 15 knot breeze.

Ron Maitland was such a factor in Pacific Coast yachting that the brief resume of his year as Commodore does not begin to do justice

to his yachting career and the efforts he was continually putting forth in the interests of his favourite sport. Recognition was fittingly given in an article published in the October 1929 issue of *Pacific Motor Boat*, the well known yachting magazine, which is reprinted herewith.

#### RON MAITLAND—A REAL YACHTSMAN

"R. M. Maitland of the Royal Vancouver Yacht Club is probably best known for his persistence in racing against Ted Geary of the Seattle Yacht Club for the possession of the R Class Lipton Cup, this little argument having extended over 15 years. He has also made occasional excursions to California waters with his R Class yachts, and on two occasions won second place in a series of races with the pick of California yachts, besides craft from farther afield.

"Ron Maitland has had a wide personal experience with various types of yachts in the 25 years that he has been connected with the Royal Vancouver Yacht Club, having in this period been the owner and skipper of a total of 16 power yachts, auxiliary cruisers and racing craft, besides being chosen to represent the R.V.Y.C. as skipper of various syndicate owned challengers and other international racing craft.

"He has also enjoyed the confidence of his fellow yachtsmen in the highest offices in the gift of Pacific Coast yacht clubs. Besides being an ex-commodore of the Royal Vancouver Yacht Club, he served a term as Admiral of the Pacific International Yachting Association, and also a season as Admiral of the Pacific Coast Yachting Association.

"His first venture in yachting was with the 16 ft. *Spray*, a boat which Ron and some boy friends rescued from a rubbish pile which workmen were about to burn up. Having got permission to carry off this prize, a group of kids was rounded up to carry it to the Seaton boys' back yard where they put some new planks in the bottom and fitted it with a mast and sail.

"In 1904 Maitland joined the Vancouver Yacht Club, which afterwards became the Royal Vancouver Yacht Club. He was 16 years old, and about this time owned the 23 ft. sloop *Queenie*, a centreboard boat. A few years later he bought the 27 ft. sloop *Dione* in Victoria and sailed her up to Vancouver. With her he won the Graveley Challenge Cup, and also won the Key City Trophy in a race at Seattle in the 26 ft. class.

"A great boat trader, Ron has nearly always exhibited excellent judgment in recognizing the good points of a yacht, and one after another he became owner of such well known craft as the aux. sloop *Intrepid*, the aux. sloop *Verona*, the aux. yawl *Ailsa I*, the aux. yawl *Gazeka*, the 30 ft. power cruiser *Macumba*, the sloop *Winona*, the aux. sloop *Lavita*, 41 ft. power cruiser *Trreheinna*, 40 ft. power cruiser *Ysidro*, 40 ft. power cruiser *Gleniffer*, 60 ft. power cruiser *Heather M*, and the R Class yachts *Patricia* and *Lady Pat*.

"Maitland has managed to get good speed out of most of his sailing craft. With the yawl *Ailsa I* he rarely lost a race, and with the yawl

*Gazeka* twice won the Beaver Cup, symbol of the cruiser championship of the Club, in the Ballenas Islands race, while his record in racing against California R Class yachts with *Patricia* and *Lady Pat* is high.

"Cruising is his favorite recreation, especially if there is some shooting and fishing thrown in, but since 1914 when Sir Thomas Lipton presented a cup for R Class competition to the Seattle Yacht Club, Ron has undertaken, as a sort of duty, to get this cup for Vancouver.

"He sailed Commodore B. T. Rogers' *Turenga* in the first Lipton Cup race against *Sir Tom*, and has sailed a challenging yacht in all except two of the subsequent contests. He was a member of the syndicate that brought the R Class yacht *Riowna* from the Great Lakes, and though he missed his best chance to win the Lipton Cup in 1929 when the mast of *Lady Pat* carried away, he had the satisfaction of tying *Sir Tom* while *Lady Van* finally won for Vancouver the coveted trophy. His son Douglas is a chip off the old block, having won the International Flattie Championship in 1928 when 12 years old. Daughter Patsy also won the ladies' event in flatties that year."



M.V. YSIDRO, 1924.





*R Class sloop PATRICIA, 1921.*



*R Class sloop TURENGA, 1915.*



A. M. DOLLAR  
*Commodore 1925-1926*



ELEVENTH COMMODORE A. MELVILLE DOLLAR flew his flag in the 110 ft. converted sub. chaser *Rio Bonita*. It was during his first year term that the first favourable report was made on progress towards securing a club site and anchorage at Jericho. Later that year at a special meeting October 28, Commodore Dollar announced securing a 21 year lease of 1½ acres eastward of the Point Grey Tennis Club.

As the *Patricia* had been sold to California, a syndicate was organized to purchase *Riowna* from the Great Lakes, and at the P.I.Y.A. regatta held at Victoria, sailed by Ron Maitland, she won the first race of the series for the Lipton Cup in a forty mile gale. However in the lighter winds that followed she came second and third, placing second to *Sir Tom* in the series.

That fall Commodore Dollar arranged with Captain J. R. Stewart to conduct navigation classes every second Thursday evening during the winter months, and these classes were very well attended.

New building plans presented by a committee headed by Mr. George F. Gyles were approved and the Committee authorized to proceed, provided they could raise \$20,000 from Club membership. This was accomplished by the sale of debentures to members.

In June, 1926, following approval by the general membership, Commodore Dollar announced that all members in good standing were declared elected in the Royal Vancouver Yacht Club, now incorporated under the Friendly Societies Act.

In the P.I.Y.A. regatta held at Seattle, *Sir Tom*, sailed by Jack Graham, retained the Lipton Cup; *Riowna*, sailed by Cedric Gyles coming second, and Phillip Rogers in *Turenga* third.

This year (1925) G. Hazen Phillips, representing the club in the International Star Class championship races on Long Island Sound, won second place in the series and also was awarded the distant fleet trophy.



M.V. RIO BONITA, 1925.

CAPTAIN B. L. JOHNSON,  
C.B.E., D.S.O., R.C.N.  
*Commodore 1929-1930,  
1936, 1950*



ANOTHER "GREAT", and probably the "greatest" of them all, is our Twelfth Commodore, Captain B. L. Johnson, C.B.E., D.S.O., R.C.N.—a born leader of men, who not only has been active in Club affairs since joining in 1904, but was three times Commodore. First, for two terms 1929 and 1930, again in 1936, and after strenuous service in World War II, again led the Club in 1950. And this amazing gentleman still takes part in Club racing events in his trim sloop *Cavalier* and in which he regularly observes the Opening Day Ceremony and takes practically daily jaunts up and down the harbour during the summer months. What a record of devotion to the sea! And what a record of performance ON the sea!

Apprenticed to sail when only 15 years old in 1893, he served in five different sailing ships under different skippers, learning something of the sea and its ways from all, he recalls. He is a "Cape Horner", having rounded that turbulent point three times in "square-riggers", also has rounded the Cape of Good Hope twice.

After five years, in 1898, he realized there was no future in sail (except rheumatism) and transferred to steam, where with his background in sail he quickly qualified for a unlimited Certificate to command any kind of ship to any part of the Seven Seas.

Captain Johnson's seafaring exploits would fill volumes, a few are recorded in other chapters, but space here permits only brief reference to his service as Commodore of the R.V.Y.C. for four terms. At heart a man of sail, he recently philosophized, "Seafaring in the



ships of sixty-seventy years ago was really a fight for survival . . . in sail it is man against the sea and the sea generally wins, but the man learns the value of teamwork, survival, economy, 'make do', and brotherhood. From another viewpoint, sailing in a good yacht in a moderate wind is soothing and interesting and gives one the satisfaction of having harnessed natural forces. One day," he speculates, "I may need the comfort of a 'summer cottage' (his term for power boats) to enjoy the peace and comfort of a family ship almost the year round" —but at 87 years of age he still SAILS!

When Captain Johnson joined the Club in 1904 he acquired the speedy 30 ft. sloop *Siren* from Alex. Grant. In succeeding years he has owned and sailed *Alexandra*, *Westward Ho*, *Winston*, and since 1955, *Cavalier*, a 29 ft. sloop designed by Roger de Quincy and built at St. George Yard, Walberswick, England.

Captain Johnson first flew his Commodore's flag on the *Alexandra*, which he sailed in the racing fixtures during 1929. It was an active year for sailors, distinguished by the Club finally capturing the Lipton Cup after fifteen years of effort.

E. F. (Jack) Cribb, sailing *Lady Van*, defeated *Sir Tom* two out of three races at the P.I.Y.A. regatta in English Bay. *Lady Pat* tied with *Sir Tom* for second place after being dismasted in one race. In the 9 Metre class (formerly the 29 Raters) H. A. Jones' *Spirit II* took the series. Commodore Johnson's *Alexandra* second, E. A. Woodward's *Spirit I* third. In the Julian Cup race that year *Alexandra* won, sailed by Miss Isabel McKinnon. The Commodore's flagship also won the Ballenas Island race and also the Keyes Trophy in the Fraser River Lightship race.

In his second year as Commodore, Captain Johnson acquired the *White Wings II* from Walter Cline and re-named it *Westward Ho*. It therefore became the flagship of the fleet. He had a Genoa jib designed and completed by Alex. Vass, the first in the fleet. It was known as "Little Willie" and was 800 sq. ft. in area.

In the 1930 P.I.Y.A. Regatta held at Victoria, *Sir Tom* recaptured the Lipton Cup.

At that regatta, in the yawls and schooners over 30 ft., Ray Cook's *Claribel* of Seattle beat out *Westward Ho*, *Minerva* and *Andi-Lailey*. Alex. Marshall's *Nelmar* won over *Ailsa II*, *Gwendolyn* (Seattle), *Ailsa I*. and *Truant* in the yawls 30 ft. and under, while in the sloops, H. A. Jones' *Spirit II* led Doug. Urry's *Cresset*.

Commodore Johnson was one of the initiators of the Swiftsure Classic Race up and down the Straits of Juan de Fuca in the year 1930 (see chapter on Swiftsure Races), coming in second to the Seattle schooner *Claribel*, followed by *Cresset*. However, in 1931 the *Westward Ho* won the Swiftsure Classic, and carried off the trophy again in 1933.



Also in 1930, the Coal Harbour (Stanley Park) Clubhouse was sold to the Federal Government for use by the R.C.N.V.R.

Well known local businessman, P. D. Gordon, represented the R.V.Y.C. in New Orleans, La., at the International Star Class Championships, winning the distant fleet trophy.

Harry Bird recalls an occasion when *Westward Ho*, skippered by Capt. "Barney", lost her mast while sitting becalmed:

"It was indeed a privilege and an honour to sail on the good ship *Westward Ho*, skippered and owned by Captain B. L. "Barney" Johnson, D.S.O. As a young man I remember one Cowichan Regatta when we had entered the P.I.Y.A. Regatta held there about 1935 or 1936 and were leading our class when the wind failed and we decided to go swimming or just loafing about the deck. Captain Barney in those days was a pretty tough skipper and did not approve of such goings on, but there was absolutely no wind and we just sat there, not even drifting. We were caught with our backstays down, when a "gentle little zephyr" came along, and took our mast, rigging, light sails, etc., overboard before you could say "Jack Robinson" or whatever sailors say on such an occasion.

"I can remember Claire Jellett and I diving down the forard hatch just as the mainmast gave way about 8 feet from the deck. I used to work in a logging camp and all I could yell was "TIMBER". The mast was so big it looked like a tree falling down.

"In the true tradition of the navy, the skipper immediately ordered all hands to clear the wreckage and we finished the race. Even if we were last I will always remember that race, finishing with a jury rig and in very smart style. I was proud to be a member of the crew."

Commodore Johnson's exploits in submarine service in the Atlantic and North Sea during World Wars I and II are related in another chapter, also his founding of the Naval Training Section of R.V.Y.C. when N.O.I.C. Port of Vancouver in 1940.

It was during his term as Commodore in 1950 that Captain Johnson succeeded, after a stiff battle at the Annual Meeting of that year, in getting Club approval to construct Junior Quarters on the wharf at Jericho. There was resistance to expending the \$15,000 required, as Club funds were at a low ebb and the money would have to be borrowed from the bank. Our banker took a very dim view of our financial position, and while members approved making the loan, the bank didn't. Finally, both Commodore Johnson and the Hon. Treasurer, Harry Bird, signed personal notes guaranteeing the obligation, thus the present accommodation for Juniors was provided which has enabled the Club in later years to launch the very successful Junior Training Programme. He presented the B. L. Johnson Perpetual Trophy for Junior achievement

in 1954 and in 1960 gave the club a lease of Alexandra Island, Centre Bay, Gambier Island, for a nominal \$1.00 annually. (Alexandra Island was purchased by the club in 1965.) Capt. Johnson was elected Honorary Life Member in 1951.



*Yawl WESTWARD HO, 1930.*

HON. E. W. HAMBER  
*Commodore 1931-1935*

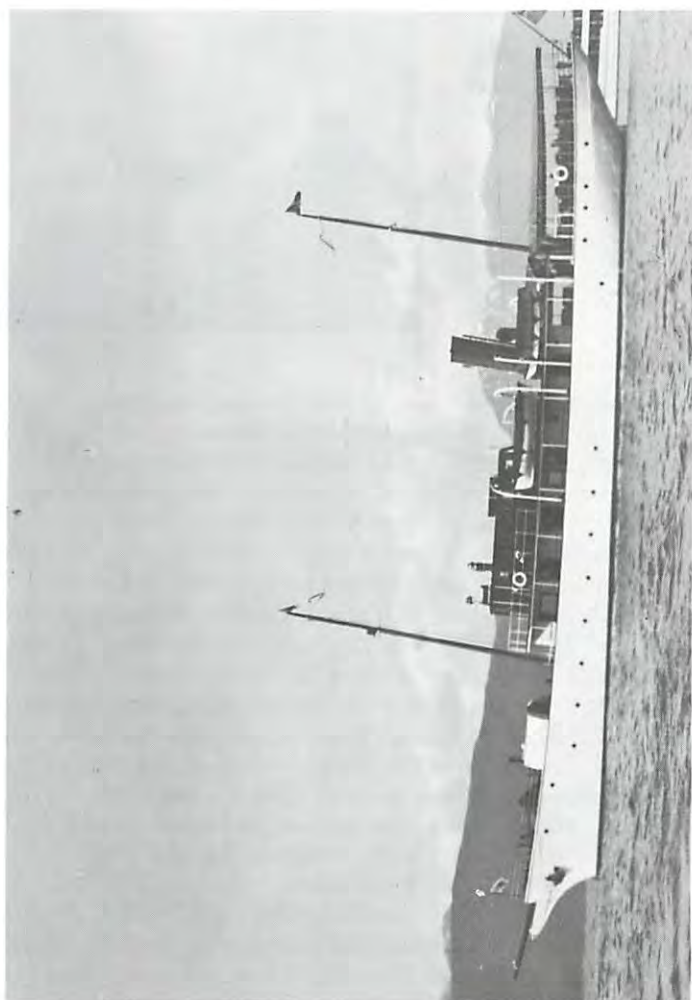


LEADING BUSINESSMAN, outstanding Canadian sportsman and Lieutenant-Governor of British Columbia from 1936 to 1941, Eric W. Hamber was the thirteenth commodore of the club, which he led with distinction in the difficult depression years when economic conditions retarded normal development. His flagship was the trim, stately *Vencedor*, 146.3 ft., built 1913 in Great Britain. Originally the training ship *Exmouth II*, she was brought to the Pacific Coast by J. H. Hobbs and sold to Mr. Hamber in 1930. Although few new yachts came into the club during Commodore Hamber's terms, sailing and power boat activity was well maintained and the membership total was fairly constant. The Julian Cup was won in 1931 by Mrs. F. Wavell Urry in the *Cresset*, in 1932 by Mrs. Isabelle Dickson sailing *Minerva*, in 1933 by Miss Gwynneth Gyles sailing *Riowna*, in 1934 by Miss E. Wylie sailing *Lady Van*, in 1935 by Mrs. H. A. Jones sailing *Spirit*. The Beaver Cup was won in 1931 and 1932 by C. H. Elliott in *Anywhere*, Mr. W. Oliphant Bell in 1933 sailing *Maratea*, and H. A. Wallace 1934 and 1935 sailing *Minerva*. Power boaters' records show that Colin Ferrie in *Rhinegold* won the Dewees Trophy in 1933, Jack Halse won it in *Saronia* 1934, and E. Keenlyside in *Avalon* 1935. The Harry Marshall Trophy was won in 1931 and 1932 and again in 1935 by W. O. Bell, in 1934 by Joe Wilkinson sailing *Ailsa II*, and by Alex Marshall in 1933. Phil and Sid Miller won the World's Flattie Championship at Seattle in *Silver Wings* in 1935.

Famous all across Canada for his prowess in outdoor sports, soccer,



hockey and rowing, "Tammy" Hamber became President of B.C. Mills, Timber and Trading Company, operators of Hastings Mills, after a distinguished career as a banker, and had the honour in 1928 of preparing under his supervision a mast of B.C. spruce for King George's yacht *Britannia*. Produced by Mr. Hamber's company from the standing tree to the finished mast, the spar attracted wide attention among international yachtsmen for its excellence. He was elected to Honorary Life Membership in 1953.



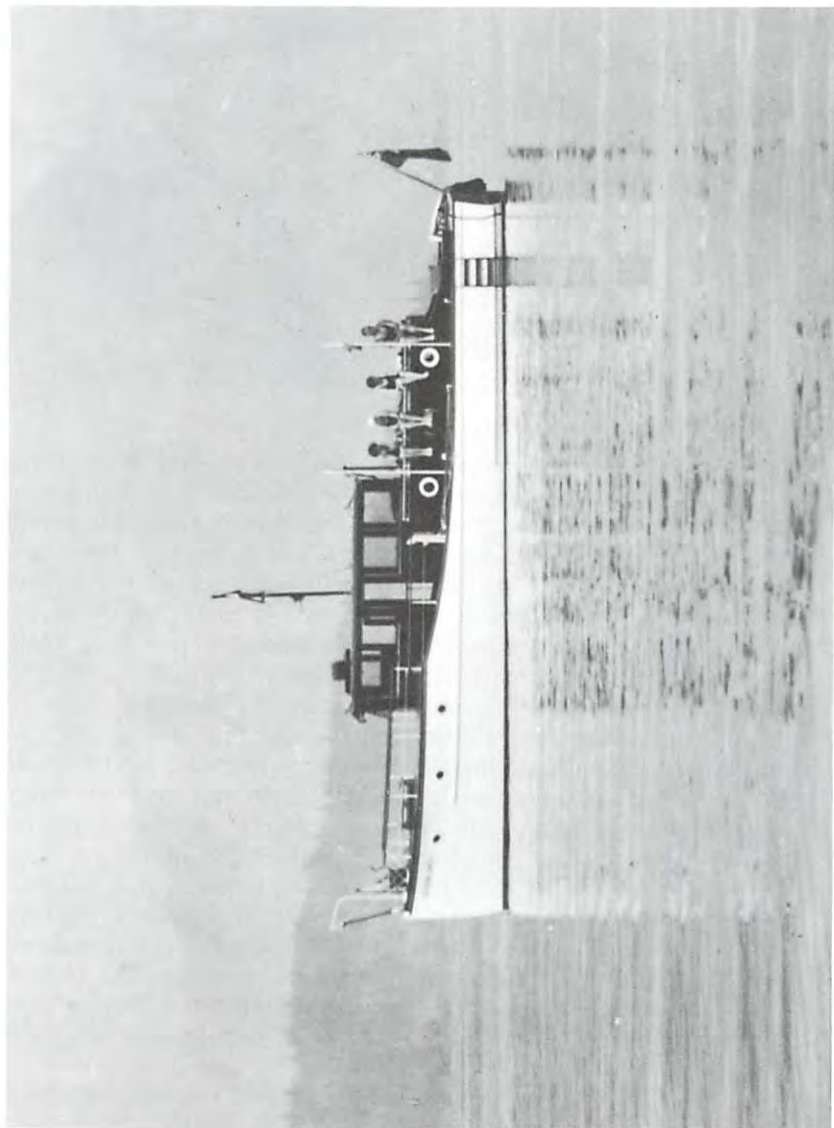
VENCEDOR, 1931.

W. S. DAY  
*Commodore 1937-1938*



FOURTEENTH COMMODORE, MR. W. S. DAY was an enthusiastic sail and power boat yachtsman and very capable executive who successfully handled the club financial affairs as Honorary Treasurer in 1933-34-35, and in 1936 held the post of Vice-Commodore. He presented the Catherine Day Trophy to encourage competition in the Snipe Class in 1935 when many of today's best skippers were juniors. Later, in 1955, this trophy became symbolic of Club Championship in the Davidson Frostbite Dinghy Class. He owned the power cruiser *Northern Light* from 1928 to 1936, and his flagship was the well known *Deirdre*. Following the successful raffle of the Roedde & Halliday designed original *Carita* in 1936, a syndicate of members built an additional five yachts of the same turtle deck design and amid great excitement these were raffled to members early in 1937 and the distinctive 30 ft. Spencer Class was formed. This impetus to medium sized design prompted the creation of another slightly smaller class of cruiser—a 26 footer—the Hi Ho Class, of which seven or eight were built, designed by Halliday and named after the original yacht *Hi Ho* built for G. A. Cran. Full schedules of racing were carried out both summers: Phil Miller and Jack Gillies won the World's Flattie Championship sailed here 1937 in *Blue Wings* and next year Sid Miller and his wife Janet became World's Flattie Champions in *Silver Wings*. The Julian Cup was won 1937 by Miss B. Pedlow in *Tamahnowus*, and in 1938 by Miss E. Wylie in *Lady Van*; the Beaver Cup was won by Capt. B. L. Johnson in *Westward*

*Ho* in 1937, and by F. O. Mills in 1938 sailing *Uwhilna*; The MacNeill Trophy won by W. A. Roedde in 1937 sailing *Carita*, and in 1938 by J. M. Lindsay in *Lady Luck*; the Keyes Trophy won by H. A. Jones sailing *Spirit II* in 1937, and in 1938 by H. E. Wylie in *Lady Van*; Dewees Trophy in 1937 by G. H. Rae in *Gerald C.* and in 1938 by K. A. (Bert) Cruise in *Caprice*. Past Commodore Day was elected to Honorary Life Membership in 1959.



M.V. NORTHERN LIGHT, 1937.



HAROLD A. JONES  
*Commodore 1939, 1944,  
1945, 1946, 1947*



FIFTEENTH COMMODORE, HAROLD A. JONES had a long and very active association with maritime affairs, being the founder and builder of one of the largest tug-boat operations on the British Columbia coast, The Vancouver Tug Boat Company Ltd., of which he was President. He knew and had personally visited practically every one of the myriad coves and inlets of our inland coastal waters in the pursuit of his business as a tow-boat man and as an enthusiastic yachtsman. He was forever lauding and promoting the unmatched attractions of our "Yachtsman's Paradise" and it goes without saying that he made an excellent and much respected Commodore. A capable, if exacting and dominant skipper, he sailed *Spirit II* to many victories, and his pride and joy was the beautiful present day *Spirit* which he built from Monk designs in 1946. He did much to encourage Junior member activities and was very generous in his donations and contributions to their welfare. Many of today's skippers have fond memories of the "luscious pies" handed out to them as hungry youngsters by Harold's tug-boat cooks, as they cadged a ride, hitched to log booms, when becalmed along the coast. A practical seaman, he inaugurated the fine marine railway haul-out which is a feature of our Coal Harbour Station, and in his terms our mooring facilities were greatly improved. He was elected to Honorary Life Membership in 1953.

It was during Commodore Jones' 1944 term that the Annual Children's Day and Family Weekend Cruise was inaugurated. This event

grew out of the suggestion that in spite of wartime, the club should endeavour to hold a Family Cruise of all members, both sail and power, not too far from home base.

Vice Commodore O. H. Bell and a Committee arranged to utilize the old Castleman House on the former McLennan farm at Long Bay, Gambier Island, Howe Sound. However, landing facilities were not suitable, necessitating a change of locale for the 1945 event. Through his contact as Director and Property Manager of the Anglican Diocese of New Westminster camp facilities at Artaban on Long Bay, Gambier Island, Vice Commodore Bell was able to arrange for their use and our Children's Day and Family Weekend Cruise has been held there annually ever since.

The keen interest of club members and their families has enabled Artaban to extend its yearly period of utilization for the benefit of children within the Diocese irrespective of race or creed.

A feature of the Family Weekend Cruise is the Sunday morning religious service in the beautiful inspiring outdoor chapel which accommodates up to 250 persons. The R.V.Y.C. Padre, currently the Rev. Stanley Smith of Mission to Seamen, conducts the service and the current Commodore reads the lesson.

Prompted by Mrs. Bell and well known power boater Ed. Dueck, the R.V.Y.C. executive presented Artaban with a beautiful manual organ, cherished by the congregation of children and adults who attend or visit the summer camp.

Another innovation of Commodore Jones' regime was the framing and hanging of several dozen burgees of foreign yacht clubs presented to R.V.Y.C. in appreciation of the hospitality extended to visiting yachtsmen. Vice Commodore Bell, in charge of the Jericho Clubhouse, had uncovered these in basement storage, and realizing the historical and decorative value of these distinctive world wide yacht club symbols, arranged to have them all framed and appropriately hung on our Marine Room walls. Regrettably, the onrush of so-called "decor moderne" in recent years has brushed them aside, but salty yachtsmen patiently await a resurgence of the "old-time sailing spirit" to see them ensconced where they properly belong, giving a true nautical flavour to the atmosphere of our Jericho Clubhouse. (See list elsewhere in History.)

In the furtherance of his absorbing interest in yachting development, Commodore Jones presented two perpetual trophies, the Harold A. Jones Trophy for National Class sailing dinghies in 1937, and the Vice Commodore's Cup for B Class racing around Ballenas Island in 1938. He was elected to Honorary Life Membership in 1953.



*Sloop SPIRIT II, 1939.*



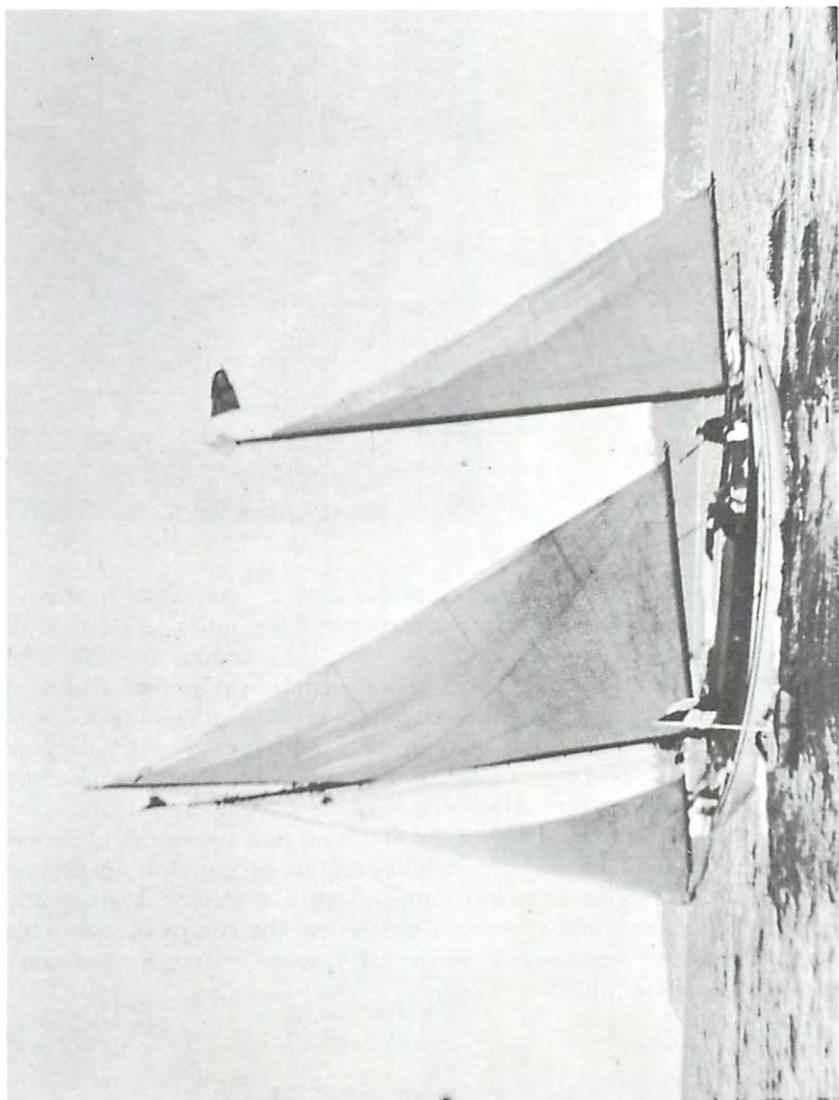


*Sloop SPIRIT, 1946.*

J. A. LONGLEY  
*Commodore 1942*



SIXTEENTH COMMODORE, J. A. LONGLEY held Flag Office for five terms in addition to being a member of the Executive for a number of years. He was Fleet Captain in 1938 and again in 1947; Hon. Hydrographer in 1937; Hon. Measurer in 1939 and Rear Commodore in 1940-41. His flagship was the 40 ft. aux. yawl *Maratea*. At various times he owned and sailed a number of yachts, including *Ganessa* and the P.C. sloop *Serena*. As in the case of several Commodores during the war years, his tenure was largely one of caretaking, as sailing activities were at a minimum and power boating practically non-existent due to gasoline rationing. He took an active part in the formation of the Naval Training section of the club initiated in 1940 and after his term as Commodore, although a veteran of the First World War, he again served in an executive capacity with the air force till the end of hostilities. He joined the club in 1919 and was elected to Honorary Life Membership in 1958.



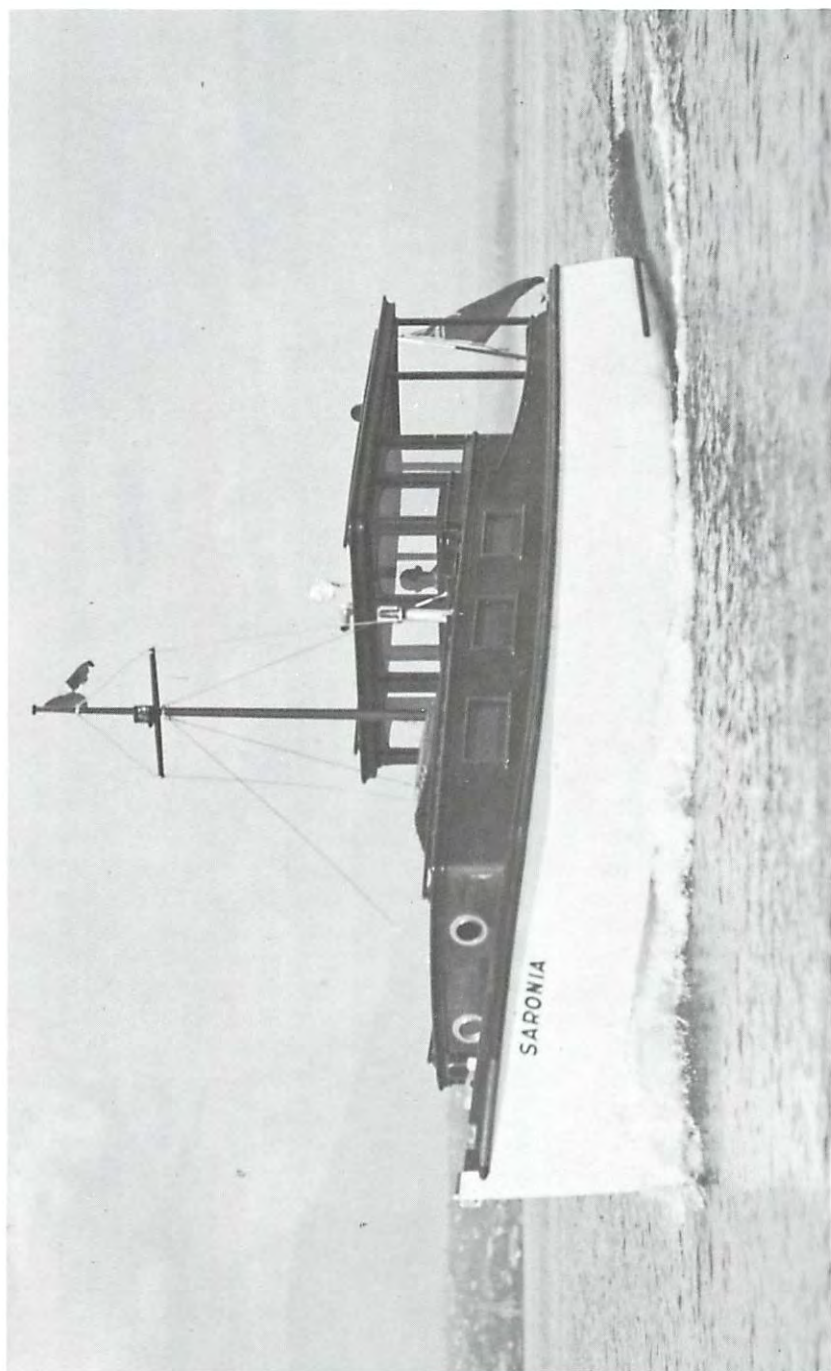
*Yawl MARATEA, 1942.*

J. S. HALSE  
*Commodore 1943*

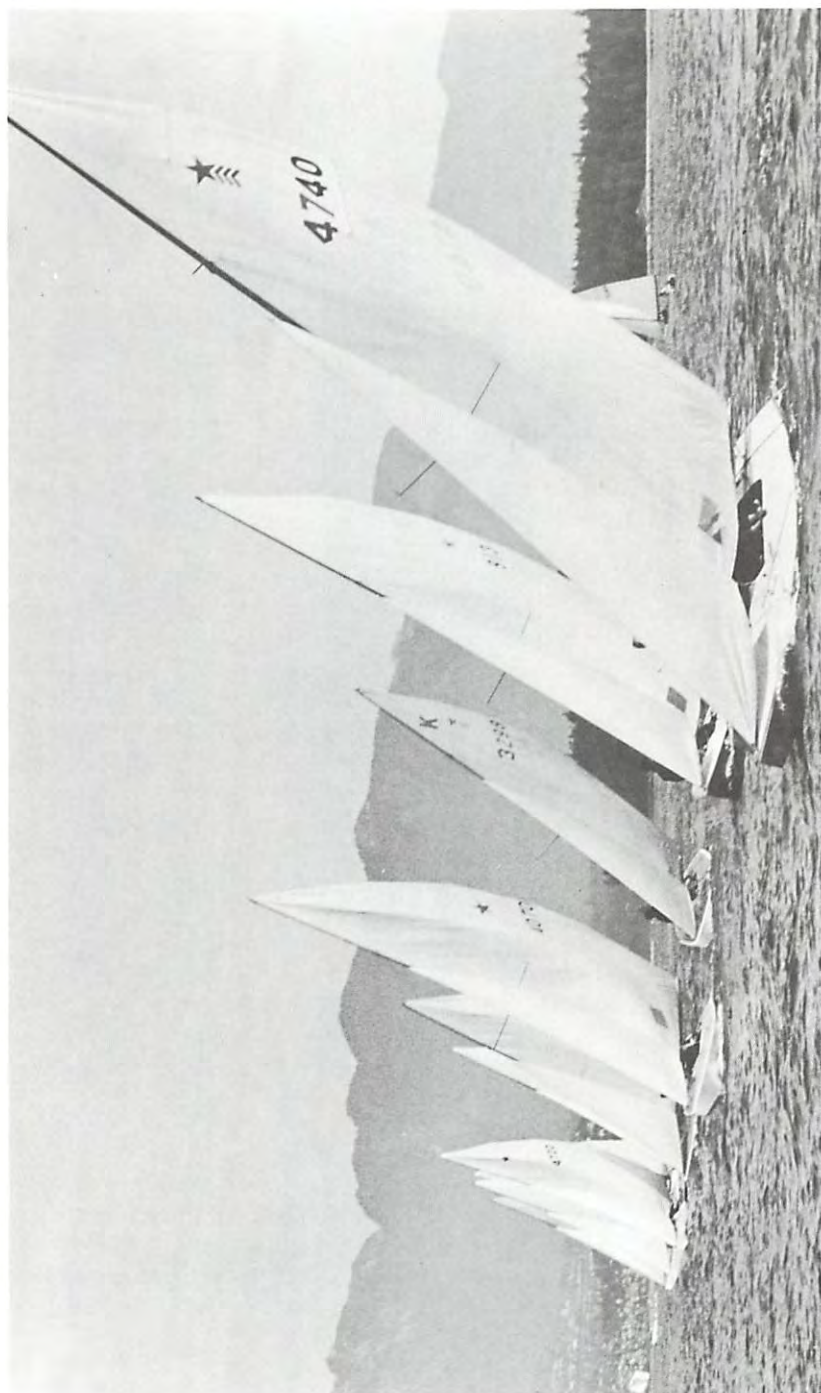


SEVENTEENTH COMMODORE, J. S. HALSE also had a caretaking tenure of office, but he was active in club management for quite a number of years. He was Staff Captain in 1935, Vice Commodore in 1942 and Hon. Secretary in 1938-41-58-59-60. His flagship was *Saronia*, and at various times has owned a number of power cruisers, including *Chicora* and *Saronia I*. He joined the club in 1925 and has always taken an active interest in power cruiser affairs. As with Past Commodore Longley and his successor Harold A. Jones, Commodore Halse performed his duties in exceedingly difficult times and, like them, deserves a great deal of credit for the successful operation of the club on skimpy budgets. All club services were maintained on a restricted basis, ready to resume full sailing and cruising activities on the return of our large quota of members from active service. He was elected to Honorary Life Membership in 1960.





*M.V. SARONIA, 1943.*



*Stars line up for start, 1960.*

*Dr. Warren photo.*



*R.V.Y.C.*

IN WORLD WAR II

MANY OF THOSE who fought in "The Kaiser's War", as Captain Barney Johnson still describes it, "the war that was to end war", were to fight again in "Hitler's War", which added many new names to the roll of honour of the R.V.Y.C. In 1939 Canada was quite as unprepared as she was in 1914. At first there was a call-up of reservists, but then came the dreary period known as the "phoney war", and many wondered if they would ever have a chance to see action. Those yachtsmen who wished to join the navy were particularly frustrated at first, for with few exceptions, their offers of service were turned down. The army and air force offered more scope, which was particularly galling to those who wanted action at sea. However, after the fruitless winter of 1939-40, the disasters of Narvik and Dunkirk brought a new sense of urgency, and a realization that only by an all-out national effort could Hitler's monstrous tyranny be overthrown. Early in 1940 the R.V.Y.C. organized from its members a naval training section, which trained at the old R.C.N.V.R. headquarters in Stanley Park, adjoining the club's Coal Harbour station. Here the yachtsmen trained regularly in the rudiments of navigation, seamanship, gunnery and signals. Soon many of the younger members were accepted for active naval service. With what they had learned about boats at the yacht club, all those who joined the navy found their new life right up their alley.

Since there was little room in the emerging Royal Canadian Navy in those days for new recruits, most of the early enlistees from the R.V.Y.C. embarked directly for England, and spent most of their sea-going time with the Royal Navy, often in command of M.L.'s, like their fathers before them. Among those accepted for active service in the summer of 1940 were Hazen Phillips, Dick Smith, Frank Stuart, Bill Dolmage, John Leckie, Temp Wright, John Calland, Bruce Allan, Ken Glass, Russ Baker, Owen Wright, Ted Le Page, and John Hockin. Six of these, sporting new uniforms and commissions, left for England in a group in September. They were followed by many many more, for at the end of the war more than 200 of the club's 600 male members had traded tillers for guns.



There were many who never returned. Lieut. Eric Ditmars was killed in action. Lieut. David Killam, D.S.C., was blown up with his MTB by German guns in the English Channel. Lieut. Stu Lane lost his life in Tobruk harbour, when Rommell's guns got his little ship. Lieut. Fred Whitehead was washed overboard from a destroyer. Bill Maitland and Blake Wallace, who chose the air force, died in action. Bill won the D.F.M. before being posted as missing in air operations over Germany. Casualties in the service of the army were Robert F. Hume and R. L. J. Rankin, and in the air force in addition to the above mentioned were G. V. Bartle, E. G. K. Bullen, Robert Johnston, Richard C. Sandes and G. R. A. Walkem.

Older warrior veterans of the First World War who climbed into uniform again have an enviable record of service in World War II: Commander B. L. Johnson started the war as N.O.I.C. (Naval Officer in Charge), Port of Vancouver, and emerged as Captain B. L. Johnson, C.B.E., D.S.O. Not one to be content with a shore appointment, "Barney" saw service afloat again in command of H.M.C.S. *Preserver*, a mother ship for Fairmiles in the Straits of Belle Isle patrol. T. M. (Tom) Ramsay served again in H.M.C.S. *Robert* in the Aleutian area and in North Pacific examination vessels. Fred W. Crickard, a veteran in the submarine service of the first war, served again in the merchant navy, as did that well known old time sailor H. St. Claire Jellett, while Colin C. Ferrie saw service again overseas as O.C. of the famous Seaforth Highlanders, returning as Colonel of the regiment. Both Past-Commodore J. A. Longley and Harry J. Bird gave service again in the air force, as did Air Vice-Marshal K. G. Nairn, C.B.

Among the famous of those who returned were the "Three Musketeers", Lieut.-Commander J. D. "Wimpy" Maitland, D.S.C. and Bar, and Croix de Guerre with Palm; Lieut.-Commander Cornelius "Corny" Burke, D.S.C. and Bar; and Lieut. Tommy Ladner, D.S.C. and Bar. These three R.V.Y.C. members attended school together, sailed boats together, enlisted in the navy independently. By coincidence they each made the choice of joining swift coastal craft and were slightly surprised when they found themselves in the same flotilla in England. However, coincidence didn't part company with them, and they came together again in the Mediterranean, assigned to the same flotilla. During the Sicilian and Italian campaigns they earned their decorations and several mentions in despatches with successful raids on enemy shipping and for bombarding shore batteries. Their raids were so numerous and successful that "Corny" Burke earned himself the title of "Robin Hood of the Adriatic", and the trio's exploits are the subject of the fascinating book, "Gunboat 658".

On his return to Canada, Doug Maitland was decorated with the Croix de Guerre with Palm for the assistance given French forces in the capture of the isle of Elba. When he wasn't ferrying French troops

ashore he was busy keeping enemy warships at respectful distance with daring forays. Ladner was mentioned four times in despatches for attacking and sinking German E boats.

Ken Glass returned home as a Lieutenant-Commander after performing convoy work with M.T.B.'s for two years. Lieut.-Cmdr. John Leckie also served with M.T.B.'s in convoy work, and later patrolled off the Atlantic coast of North Africa. Bill Dolmage and Ted Le Page both won renown and were awarded the O.B.E. for their outstanding work as salvage experts. Bill also was awarded the U.S.N. Bronze Star. They served in both Iceland and the Mediterranean, and spent much of their time on the ocean bottom. Both were made lieutenant-commanders. Massey Goolden, serving in the naval service, was awarded the D.S.O., and W. G. Gooderham the D.S.C.

Ken C. McRae was wounded in the Mediterranean, and returned home to be appointed officer commanding H.M.C.S. *Discovery* at Stanley Park, with the rank of commander. He was awarded the O.B.E. Lieut. Frank Stuart had several strenuous years overseas in small boats in the North Sea before being invalided home. Temp Wright was serving aboard H.M.S. *Maori*, a Tribal Class destroyer, during the action in which the mighty *Bismarck* was sunk.

Dana Ramsay, in the Royal Navy with Combined Operations, commanded L.C.I. L115 all through the Mediterranean engagements and was torpedoed after the Oran landings, being picked up by a Norwegian destroyer and taken to Gibraltar. He took part in commando landings in Italy and North Africa and was with the Canadian landings at Dieppe and at Caen on D Day.

Don Brooke served on H.M.C.S. *Robert* in the Aleutian, Pacific and European areas and on Royal Navy frigates manned by Canadians, from Murmansk and Iceland to the North West African Coast.

Other R.V.Y.C. ex-juniors of the "thirties", whose names decorate many of our perpetual trophies, served with the naval forces in the various theatres of action, including Dave Fladgate, Jack Lewis, Dr. Gordon Baker, Geoff Tullidge, Stanley Burke Jr., H. W. Akhurst, J. D. Askew, J. Barltrop, Charley Drainey, Fred McMeans, Lorne Kyle, G. A. Roedde Jr., W. A. Roedde Jr., Robin Hurrell, J. A. and Ross McCutcheon, John Stacey, J. K. Sloan. Two lady members, Miss Ruth Tomlinson and Miss Pat. Wilgress also served, making a total of 110 members of the Royal Vancouver Yacht Club who saw service in the naval forces.

Fifty-four R.V.Y.C. members served in the army, two making the supreme sacrifice, Robert F. Hume and R. L. J. Rankin.

Details are not available, but two members were awarded the Military Cross, Kenneth Campbell and Barney Carswell, and John W. Toogood received the American Silver Star. In a unique action described in the press as "Tanks sink ships", Lieut.-Colonel J. W. Toogood commanded tanks of the British Columbia Regiment which engaged and

sank three German gunboats supporting enemy ground forces on the estuary of the Island of Shower (near Bergen op Zoom, Holland). The ship's bell off one now decorates the Officers' Mess at the Beatty Street Drill Hall of the B.C. Regt. (D.C.O.R.).

In addition to Col. C. C. Ferrie already mentioned, the following well known ex-juniors also served in the army: Jack Lindsay, F. J. (Bunny) Whitcroft, G. T. Cruise, R. H. (Robbie) Brown, David Burr, Ray Delaplace, E. G. and T. K. Eakin, and others. One lady member Miss Janet Whitten, also served. (See Honour Roll.)

Fifty-three R.V.Y.C. members served in the air force, six of whom gave their lives as previously noted. Air Vice-Marshal K. G. Nairn, C.B., a veteran R.F.C. Lt.-Pilot 1916-19, saw service again in Great Britain, Africa, India, Burma, Italy, Malta, France, and was awarded the C.B.

R. W. R. (Bob) Day served with distinction as Squadron-Leader in the Burma Theatre and was awarded the D.F.C., as were L. G. D. Fraser and Roy Harrison. W. H. (Bud) Day served in the radar division in England, and other well known ex-juniors in the air force were Bill Cunningham, Phil and Sid Miller, Alex Forsyth, James and H. G. Eakins Jr., Peter Maitland, Sandy Martin, Douglas Sudbury, Ernest and Kenneth Thompson, Ralph Vittery, John Wallace, K. G. Watt and D. T. Woodley. Three lady members also saw service in the air forces, Miss Catherine Day, Miss Marion Downes and Miss K. Schwengers. (See Honour Roll.)

Eleven R.V.Y.C. members served in the merchant navy, the two veterans of the First War, Fred Crickard and H. St. C. Jellett, and nine others.

Two lady members of the club served with the Red Cross, Miss M. Coote and Mrs. M. Fernie.

The scope of operations in which R.V.Y.C. members served during World War Two covered every active field of operations. There were members at Dunkirk, in the Battle of Britain, in the landings at North Africa, Sicily and Anzio, and at Dieppe and D Day. Scores of former yachtsmen engaged in North Atlantic convoys, and several commanded corvettes and frigates. They were found on the Murmansk run, at the Normandy invasion, fighting guerrilla warfare in the Balkans, in Burma and the South Pacific; they bombed Germany from the air and Italy from the sea.

## CHAPTER 18

# R. V. Y. C.

### LOCAL NAVAL TRAINING AND VOLUNTEER YACHT PATROL, 1940-1944

THE DRAMATIC EVACUATION at Dunkirk by a fleet of small-boat sailors early in the Second War emphasized the duties that amateur yachtsmen could perform in war emergencies while not being actual members of the official forces. Earlier reference has been made of the fine response by R.V.Y.C. members to the call in World War I, and although many members volunteered for active service early in World War II, it was not until late 1940 that their services were accepted.

Meanwhile, through the foresight of Commander B. L. Johnson, D.S.O., who had been appointed N.O.I.C., Port of Vancouver, a group of R.V.Y.C. members were receiving training in navigation, signalling and other basics to fit themselves to be of value to naval authorities should local emergency arise.

At a meeting of sundry members called by Fleet Captain C. J. Dill and Staff Captain Dr. J. A. Sampson in the Jericho Clubhouse July 27th 1940, it was moved by E. R. (Jack) Cribb, seconded by Rear Commodore J. A. Longley, "that we form ourselves into a unit and request naval instruction to fit ourselves to be of value to the naval authorities".

Commander Johnson, addressing the group, stressed that no official naval standing could be given, and that in offering to provide qualified naval instructors on a voluntary basis he was doing so as a senior member of the R.V.Y.C. and not as a member of the naval service. He recommended that the group be limited to twenty-five members and that five suitable power cruisers be formed into half a flotilla, five men to a boat.

Commander Johnson arranged for a number of his officers to give the necessary instruction under the general direction of Lieut.-Commander McCulloch, and a semi-weekly series of lectures were commenced August 20th, 1940, with the full complement of twenty-five members attending.

Five members of the group, W. G. Dolmage, T. N. Le Page, G. H. Phillips, Owen Wright and Temple Wright were immediately accepted for active service and their places in the training group were quickly filled.



In September 1940 Lt.-Commander J. M. Smith, R.C.N., assumed direction of the training programme, which was stepped up three evenings weekly with manoeuvres, lamp and flag signal exercises between vessels on weekends. From August 1940 to April 1941 a total of 67 exercises, lectures and parades were held. On resumption of active training in September 1941 the Patrol carried out a survey of Sturgeon Bank and the mouths of the Fraser River at the suggestion of Commander Johnson. Soundings were taken and charts prepared by A. H. Jefferd, hydrographer for the patrol, the motor vessels taking part being *Tequila*, *Dorisar*, *Kennett II*, *Latona*, *Diana Joan* and *Coal Harbour*.

On the declaration of war between Japan and Canada December 8th 1941, the commanding officer of the Patrol, Dr. J. A. Sampson, received a call from N.O.I.C. Vancouver to hold the group in readiness for immediate duty to assist in immobilizing the local Japanese fishing fleet consisting of approximately 1000 fishing boats of all sizes in the Fraser River, Burrard Inlet and adjacent waters. On December 9th 1941 our six vessels (above) were ordered by N.O.I.C. to instruct all Japanese fishing boats to proceed to selected anchorages in the Fraser River and at Bedwell Bay, North Arm, Burrard Inlet. Assisting the local naval forces, approximately 1182 Japanese fishing boats were impounded in the Fraser River at Annacis Island (see illustration). Our half flotilla of six motor vessels ..... *Tequila*, Capt. J. A. Sampson; *Dorisar*, Capt. Basil Rae; *Latona*, Capt. O. H. Bell; *Diana Joan*, Capt. G. D. Wilson; *Coal Harbour*, Capt. C. J. Dill; *Kennett II*, Capt. C. H. Gyles, with four-man crews, assisted in this work under the direction of naval officers assigned by N.O.I.C. Vancouver, remaining on full-time duty from December 9th to December 22nd, 1941.

On the completion of this duty the following naval message and official letter from the Naval Secretary, Ottawa, was received:

<u>NAVAL MESSAGE</u>		S. 13204. 3011 Peds of 190 2-40 (410) N.S. 515 x 1000
To:	From:	
NOI/C VANCOUVER	COPC	
<p>YOUR 1929Z/24. PLEASE CONVEY MY PERSONAL APPRECIATION TO THE OWNERS OF YACHTS FOR THE PROMPT PATRIOTIC MANNER IN WHICH THEIR VESSELS &amp; SERVICES WERE PLACED AT THE DISPOSAL OF THE NAVAL SERVICE.</p> <p>(2) A REPORT WILL BE FORWARDED TO NSHQ.</p>		
<p>0059Z/27</p> <p>0132Z/27 JS AA</p>		



*Japanese fishing fleet impounded  
1941 at Annacis Island, Fraser  
River, B.C.*

*Reproduction of letter received by  
Volunteer Yacht Patrol.*



On the establishment of blackout regulations throughout the Vancouver area in 1942, the Volunteer Patrol was requested by Lt.-Commander J. M. Smith, Naval Control Station, Vancouver, to assume the patrol of five designated zones in Burrard Inlet, and this work was carried out for the duration of the regulations until December 16th 1943.

Although actual patrol duties were limited to six vessels and thirty men at a time, a total of sixty-five club members are registered on the rolls of the Patrol from 1940 to 1944.

The following eighteen original members were quickly accepted into the forces and left for active service in 1940 and 1941:

Dr. Gordon Baker	Derry Dwyer	Phil Miller
W. G. (Bill) Dolmage	John Hockin	Sid Miller
Harry J. Bird	J. A. Longley	G. Hazen Phillips
Don Brooke	Ted LePage	Geoff Tullidge
Bill Cunningham	Jack Lewis	Owen Wright
Dave Fladgate	A. P. (Bert) Morrow	Temple H. Wright

Over the three year period, the following forty-seven members continued with training and duties assigned by N.O.I.C. Vancouver.

Alex Aitken	Les Golman	W. R. C. Patrick
Dr. Alan Anthony	Clarke Gibson	George Parsons
Harry Barrett	Claude Hill	Forrest Rogers
O. H. Bell	Norman Hanly	W. A. Roedde
Tom Baird	Jack Halse	B. H. Rae
J. M. Black	George Halse	Jack Skinner
K. A. (Bert) Cruise	Frank Insley	Dr. J. A. Sampson
G. A. Cran	Art Jefferd	Jack K. Storey
Dr. W. J. Currie	J. M. Kerr	Ed. Thompson
Jack Cranham	Stan Morton	Hugh Thomas
George Cutler	Oswald Moseley	Ed Towns
Cedric Dill	Ken McCandless	Doug. P. Urry
W. Fred Evans	T. McFeely	Gerry D. Wilson
Gordon Ferris	Gordon Oliver	Art Way
Les Grant	O. B. Omundsen	Jack Williamson
Cedric Gyles	R. B. Pinney	

For this contribution to the war effort the following letters of commendation were received, addressed to executives of the group because, under orders from N.O.I.C., all operation reports were made direct to naval authorities as laid down in King's Regulations and Admiralty Instructions, and the Royal Vancouver Yacht Club, as such, did not receive official recognition.



*Reproduction of letter from Minister of National Defence.*



Department of National Defence  
NAVAL SERVICE

IN REPLY PLEASE QUOTE

No. PC 18-3-1

Pacific Coast Naval Hqs.,  
Jericho Beach,  
Vancouver, B.C.

25th February, 1944

Dear Sir:

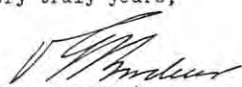
As the Defence Category for the West Coast has now been greatly reduced, the likelihood of the Volunteer Yacht Patrol being required in connection with the Defence of the Port of Vancouver is considered to be very remote, and it has been decided to discontinue the activities, the holding of lectures, and the supply of gasoline, etc., in connection with this organization.

It has been noted that, since the inception of this organization, the members of the patrol have carried out their duties in a keen and efficient manner, and at all times have been available at short notice, and I wish to express the appreciation and thanks of the Naval Service for the valuable services performed by your organization. It would be appreciated if you would convey this message to the personnel under your command.

Should circumstances so arise in the future it is most gratifying to know that such a co-operative and efficient organization could again be formed.

Copies of this and other correspondence concerning the excellent work which your organization has done are being sent to Naval Service Headquarters in Ottawa for the attention of the Naval Board.

Very truly yours,

  
(V.G. BRODEUR)  
REAR ADMIRAL, R.C.N.,  
Commanding Officer,  
Pacific Coast.

Dr. J.A. Sampson,  
925 West Georgia Street,  
Vancouver, B.C.

*Reproduction of letter from Admiral Brodeur.*





## Department of National Defence

Naval Service

IN REPLY PLEASE QUOTE

No. B. 15-71-2

Vancouver, B. C.

16th February, 1944

Dear Sir,

Information has been received from the Commanding Officer Pacific Coast that, in view of the recent reduction in the Defence Category for the West Coast, the likelihood that the Volunteer Yacht Patrol would be required in connection with the defences of the Port of Vancouver is now very remote. It has therefore been decided to discontinue the activities of your organization, and in accordance with Naval Regulations it is requested that your files of correspondence, orders, etc., be returned to this office.

It is fully realized that the time and energy expended by the various members of the Vancouver Volunteer Yacht Patrol, to say nothing of the physical discomforts experienced, have been a considerable imposition. The efforts of the Yacht Patrol have measurably reduced the commitments of the Royal Canadian Navy in this area during a period in which it would have been difficult to maintain a similar Naval Patrol, and it is a matter of deep concern to me that there is no tangible recognition of this fact. The knowledge that the Patrol's activities have been of definite assistance to the Navy will, however, give a feeling of satisfaction to those who contributed so much to its undisputed success.

At this time I would like to express my personal appreciation for the keen and efficient manner in which the Vancouver Volunteer Yacht Patrol has carried out its duties, and the enthusiasm with which the responsibilities placed upon it have been received.

Yours very truly,

A/Commander, R.C.N. (Temp.)  
Naval Officer-in-Charge

FRM:jf

Mr. G.A. Cran,  
Secretary,  
Vancouver Volunteer Yacht Patrol,  
1509 Dunbar Street,  
Vancouver, B. C.

Reproduction of letter from Lt. Com. J. M. Smith.

CHAPTER 22

*Post War Commodores*

1948 to 1965

T. W. AYRES  
*Commodore 1948-1949*



EIGHTEENTH COMMODORE, T. W. Ayres was an enthusiastic power cruiser yachtsman, having occupied the position of Staff Captain for the years 1945-46-47. His flagship was the M.V. *Arieta*. He later owned the fine 110 ft. converted sub-chaser *Senarietta II*, in which he cruised extensively in Coastal waters, acting also as mother ship to cross-Gulf Frostbiters and other small craft. In *Senarietta II* he won the International Power Boat Race which finished at Vancouver in 1953. During his terms of office a great deal of replacement work was done at the Coal Harbour Station. Under the direction of his Rear Commodore Alex Aitken extensive replacement of floats was undertaken and the piling renewed under the main wharf. It was at this time that extra piling was driven and decking provision made for the area which later was utilized for the establishment of The Mermaid Inn (Coffee House at Coal Harbour). Extensive water surveys were made by Rear Commodore Aitken of the "Cabbage Patch" shoal area of our water lot and designs were drawn to extend mooring for shallow-draft vessels in that area; however club finances did not permit of this added moorage at that time. It was also during the tenure of Commodore Ayres that modernization of the Bar facilities at Jericho Clubhouse were instituted under the direction of Vice Commodore Frank Wilgress, which provided workable facilities for Stewards Jayes and his assistant Frank, now our capable and very efficient Steward. Commodore Ayres for years made his *Senarietta II* available for the club's annual impressive Remembrance

Day observances and has endeared himself to the older members who many years ago formed the Eight Bells Club. This organization of sea lovers attends to the last rites of those wishing to have their ashes scattered on the waters of English Bay. Commodore Ayres presented the Tom Ayres Trophy to the club and was elected to Honorary Life Membership in 1957.



*M.V. ARIETA, 1948.*



*M.V. SENARIETA II, 1949.*

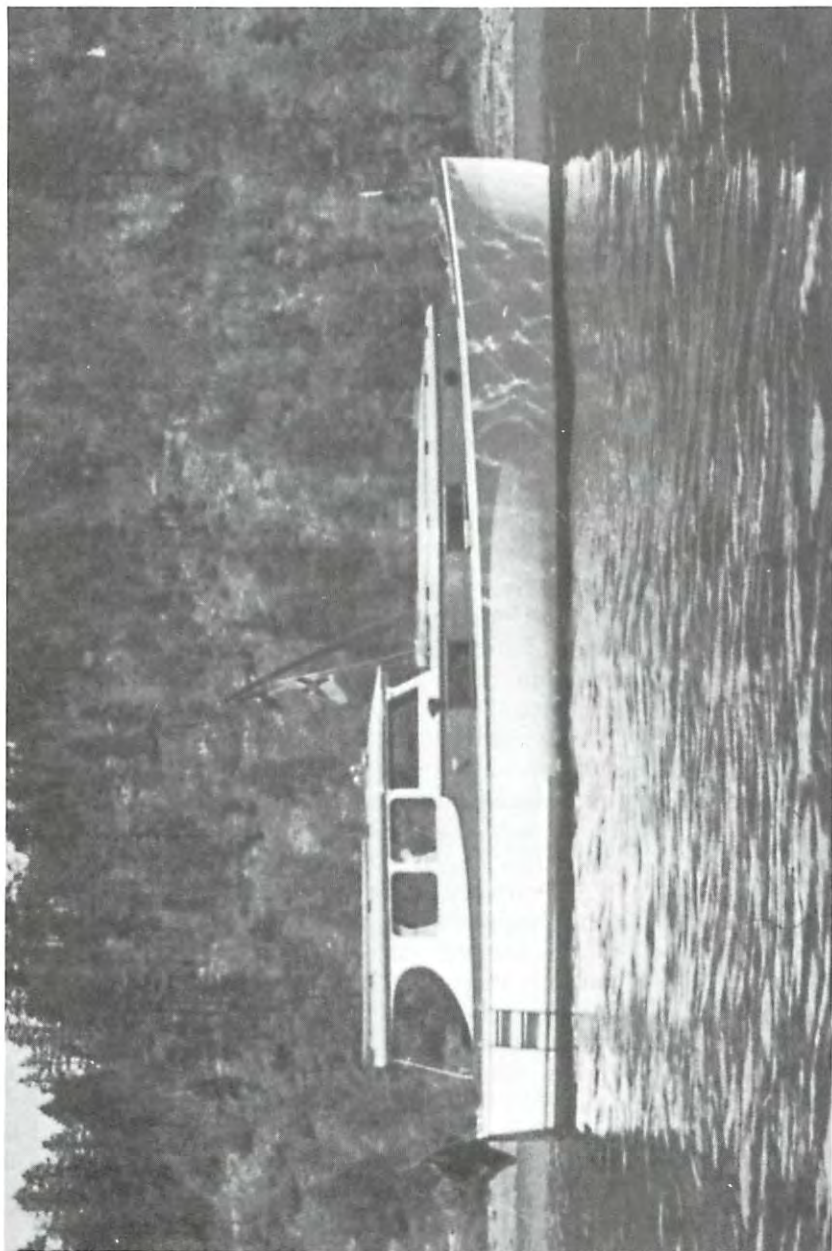


E. A. TOWNS  
*Commodore 1951*



NINETEENTH COMMODORE, E. A. Towns had held the position of Vice Commodore in 1950 after serving on the Executive Committee for a number of years. His flagship was the power cruiser *Nirvana*. Commodore Towns headed a very enthusiastic group of Flag Officers which included W. Clarke Gibson, E. D. Stone, J. C. Williamson and R. W. R. Day. Work on the Junior Room at the Jericho Wharf, which was commenced in Past Commodore Capt. B. L. Johnson's 1950 term, was completed, and improvements in the kitchen facilities at the Jericho Clubhouse and in docking arrangements at Coal Harbour were carried out. This year, co-operating with the Burrard Yacht Club, the R.V.Y.C. arranged the starting details for the International Cruiser Race which had Vancouver as its starting point for the first time in history. Also this year, W. H. (Bud) Day imported from Norway the first Dragon in Canada, D KC I., which he named the *Lady Nan*. This trim yacht was later owned by Pat Leslie in 1956 and since 1957 by Jack Shepherd, renamed *Cam*. This year Bill Cunningham in *Cambria* won the Buscombe Trophy and his sister, in the same yacht, carried off the Julian Cup. The Beaver Cup went to Ken Glass in *Gometra* and the Macneill Trophy was awarded to Dr. Bob McCaffrey in *Hymac*. The Commodore's Cup was won by Ken Glass in *Gometra* and the Harry Marshall Trophy gained by Harry Bird in *Dolphin*. The Butt Trophy was won by junior A. Lilly in *Cambria* and the Vice Commodore's Cup for the Ballenas Island race went to Lorne Culter in *Miss Lee*.

The Dewees Trophy for the power boaters was awarded to Bob Day in *Gremlin* and Harry Bird achieved the doubtful distinction of being given the Bird Rock award.



M.V. NIRVANA IV, 1951.

W. CLARKE GIBSON  
*Commodore 1952*



TWENTIETH COMMODORE was W. Clarke Gibson, eldest of the four Gibson brothers, well-known loggers, lumbermen and fish canners, pioneer developers of the Northwest coast of Vancouver Island. When Commodore Gibson took over leadership the club's finances were at a low ebb and the bank loan raised to build the junior quarters on the Jericho wharf had not yet been retired. Commodore Gibson immediately instituted improved administrative policies at the Jericho Clubhouse and hired a capable experienced catering manager, Victor Waram, to develop the dining-room services to the membership. His flagship, *Norsal*, was always available for club ceremonies, and he instituted the Annual Staff Outing, giving our employees a full day trip on coastal waters which is much enjoyed and appreciated. *Norsal* frequently functioned as mother ship for the juniors, transporting their smaller craft 'cross gulf and not only during his term as Commodore but every season since then Mr. Gibson has been most generous in placing his fine commodious yacht at the disposal of the club for its Annual Crippled Children's Outing and trips for the Sea and Air Cadets.

This year *Cambria*, sailed by Bill Cunningham, again won the Buscombe Trophy, and Mrs. M. C. Fox, sailing *Tsolum*, won the Julian Cup. Percy Burr in *Oho* won the Beaver Cup, and the Macneill Trophy went to Bill Morrow's *Elusive*. The Commodore's Cup was awarded to *Oho* and the Harry Marshall Trophy went to *Barracouta*, sailed by Ken J. McRae. The Butt Trophy for juniors was won by



Jerry Palmer in *Gometra*, and the Vice Commodore's Cup went to Bill Morrow's *Elusive*. The Minerva Trophy was won by Palmer and Glass in *Gometra*, and the Fraser River Lightship Trophy by Stan Davies in *Hymac*. The power boat Dewees Trophy was won by Ken Mair in *Gleniffer* and Miss Jill Biller's *Duende* earned the Bird Rock award.



M.V. NORSAL, 1952.



KENNETH G. GLASS  
*Commodore 1953-1954*



TWENTY-FIRST COMMODORE K. G. Glass joined the club in 1931 and was the first recorded Junior Commodore in 1935, although it is known that club records are incomplete and that there were probably Junior Commodores appointed previous to that date. A keen and successful sailor of smaller yachts. Ken was quickly accepted when he volunteered for naval service at the start of World War II, and he spent the war years overseas in command of various vessels in the North Atlantic and West African Coast. He returned with the rank of Lieut.-Commander. His flagship was the famous *Gometra*—the “gold ship” whose story is related elsewhere in the History. Having been active in the junior group as a boy, he naturally took special interest in the juniors’ welfare and the first steps were taken to give juniors the “ear” of the senior Executive by appointing a member of that body to the position of Hon. Junior Commodore—Mr. E. J. Palmer. It was Commodore Glass who first proposed the extension of the upstairs Lounge to the full width of the Clubhouse, although this improvement was not carried out till some years later. Special evening events and dinners were extensively instituted during his regime, and club revenues showed very satisfactory improvement. The Buscombe Trophy was won in 1953 by D. M. MacDonald in *Amberjack* and in 1954 by Sven Rasmussen in *Halvan*. The Julian Cup went to Mrs. Sandy Martin in *Alana* in 1953, and in 1954 to Mrs. Sid Miller. The Beaver Cup was won by Bill Morrow’s *Elusive* in 1953 and by Glass and Palmer in

*Gometra*, 1954. The Macneill Trophy went to T. L. Daniels' *Miss Lee* in 1953 and to Len Murrell's *Trevida* in 1954. The Commodore's Cup was won by Bill Morrow's *Elusive* in 1953 and by Chas. Bayne in *Fulmar*, 1954. The Harry Marshall Trophy was won by Ken McRae in *Barracouta* both years and the Butt Trophy to Jack Kingscote sailing *Cambria* in 1953 and *Gometra* in 1954. The Dewees Trophy was won by Jack White, 1953, in *Arrow II*, and by Tom Pakenham, *Geva*, in 1954. Bird Rock honours went to Bob Day in *Acrasia* in 1953 and to Doug Maitland in *Kini*, 1954.



*Sloop GOMETRA, 1953.*

J. D. MAITLAND,  
D.S.C., C. DE GUERRE  
WITH PALM  
*Commodore 1955*



TWENTY-SECOND COMMODORE, J. D. (Doug) Maitland, was an active sailor before he was into his "teens", as was to be expected of the son of our tenth Commodore, the distinguished yachtsman Ron Maitland. Doug became a junior member when he was 9 years old in 1925, and by the time he was 12 he sailed his Flattie *Dynamite* to International Flattie Championship at the P.I.Y.A. Regatta here in 1928, beating out the best from Seattle, Victoria and Bellingham Yacht Clubs. He crewed in the exciting R Class races of the late twenties and his name appears on most of our perpetual trophies during the thirties. Among the first to go overseas for naval service in the Second World War, he quickly earned command of a motor gunboat, as did his two pals Cornelius (Corny) Burke and Tommy Ladner, and was sent with them to the Mediterranean where their exploits gained them major decorations and naval recognition as "The Three Musketeers" (see chapter on World War II). Returning as Lieut.-Commander, he took up his old sport of sailing and was Vice Commodore in 1953 and 1954, when with three other members he imported the fine McGuier designed Clyde built 6 Metre sloop *Kini*. Some of the keenest racing in the club's history followed with importation of five other 6 Metres—*Alana*, *Juno*, *Golden Hind*, *Ca Va* and *Hecate*. It was in 1955 that the *Kini* led by a boat's length to win the furious finish of the Entrance Island Race in which two of *Juno's* crew were swept overboard mid-gulf (see Wild Ride of the Sixes.) Commodore Maitland encouraged

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participation by the juniors as crews in our major racing fixtures and next year, as Past Commodore, took a leading part in assisting to set up the present highly successful Junior Training Programme. In 1961 he and Commodore Temple H. Wright acquired the fine power cruiser *Cora May* and later he assumed full ownership, renaming the yacht *Wanderer*.



6 Metre Sloop KINI, 1955.

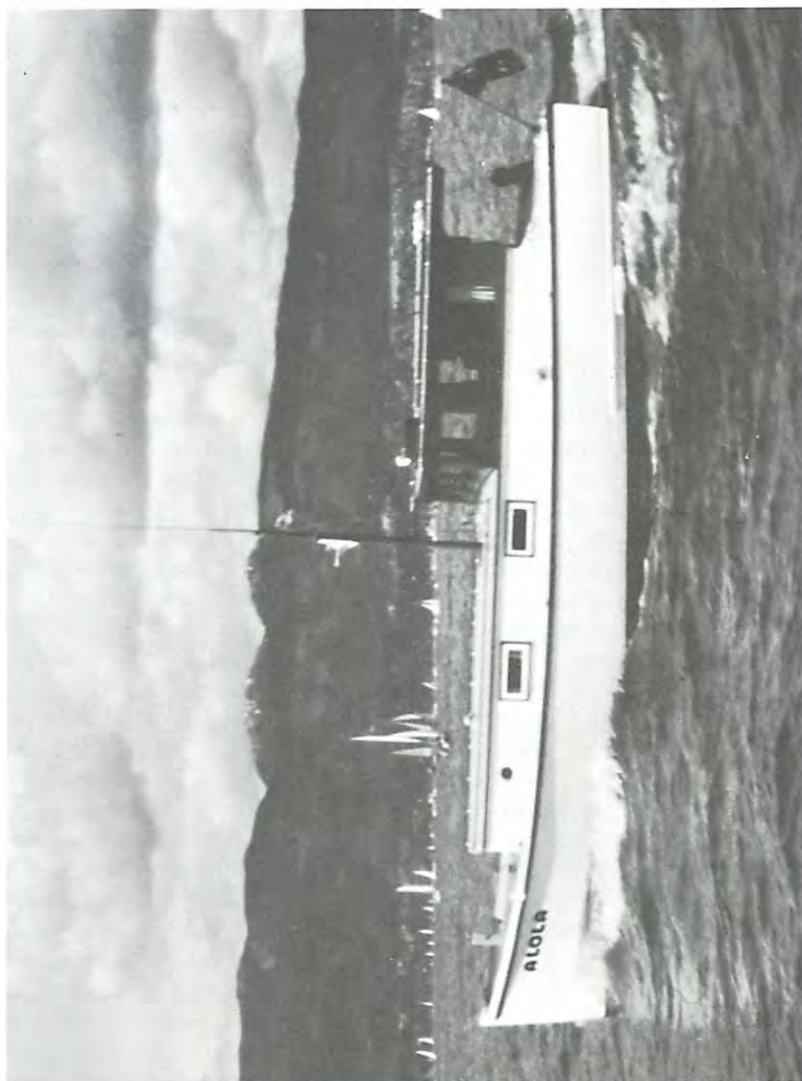


J. M. KERR  
*Commodore 1956*



TWENTY-THIRD COMMODORE, J. M. (Mac) Kerr, joined the club in 1936 and served as a Flag Officer in the position of Rear Commodore in the years 1953 and 1954. He held the position of Vice Commodore in 1955 and did much to increase the efficiency of the Jericho Clubhouse operation. He held the position of Hon. Measurer in 1944. It was during his term of office as Commodore that the Executive Committee finally approved the sum of Three Thousand Dollars to launch the Junior Training Programme which had been set up by the Committee headed by Ray A. Delaplace. In the late thirties he was active in the C Class cruising yachts in his Hi Ho Class *Elomar*, and his flagship while Commodore was the power cruiser *Alola*. Major improvements to the upstairs ladies' lounge at Jericho were approved this year, and a sum of \$25,000 was allotted to extend the lounge westward as proposed originally in 1953 by then Commodore K. G. Glass. This work was completed and the enlarged lounge in use by the Fall, greatly increasing the club's revenue in the process. About this time the new type aluminum roofed boat houses began to make their appearance at the Coal Harbour Station and a start was made to gradually eliminate the somewhat unsightly collection of miscellaneous structures serving as protection for our every growing fleet of power cruisers. While an active season of sailing events was run off, several of our major trophies were not contested. There was no award for the Buscombe Trophy, the Nacneill Cup nor the Harry Marshall Trophy. The Spencer Class

did not finish within time racing for the Fraser River Lightship Trophy, but the B Class in that event was won by *Barracouta*, sailed by Harry Herlihy, and in the C Class race around the White Rocks the Jericho Trophy went to *Yahda*, sailed by H. Hollick Kenyon. The Julian Cup for the ladies' race was won by Mrs. Ches Rickard in *Alana* and the Butt Trophy for junior skippers went to Bill Falcus in *Kini*. The Dewees Trophy was captured by Bill Killam in *Porpoise II* and the Bird Rock award was presented to Gerry Palmer, sailing *Gometra*. Past Commodore Kerr was elected an Honorary Life Member in 1964.



M.V. ALOLA, 1956.

ELMER J. PALMER  
*Commodore 1957, 1958*



JOINING THE CLUB in 1949, Elmer J. Palmer led the club for two terms to become the twenty-fourth Commodore, after having served as Fleet Captain in 1955 and Vice Commodore in 1956. Co-owner of the *Gometra* for several years with Past Commodore Ken Glass, he assumed full ownership of the yacht in 1953. *Gometra* was his flagship, and until recently he raced her in all major sailing events and still cruises coastal waters in this fine vessel. Previous to assuming Flag office Elmer took an active interest in the juniors, being Hon. Junior Commodore for two terms, and was one of the Committee which set up the training programme now in effect. In his first years term a special meeting was held, at which a group of power cruiser owners, headed by Bob Gibson, put up a strong plea for additional modern shelters at Coal Harbour, and it was decided that these would be proceeded with, the owners putting up the cost of construction to apply against their yearly moorage rental, the club to finally have clear ownership of the structures. Rear Commodore Stanley Davies contributed much to the successful accomplishment of this plan, which has considerably extended our sheltered moorage facilities. In 1958 Commodore Palmer was also elected Commodore of P.I.Y.A., with W. H. (Bud) Day, Vice Commodore. The club was host to the P.I.Y.A. Regatta this year, and a fine turn out of yachts enjoyed exceptional sailing weather for the event. Also, the club was honored by being host club for the 1958 Sears Cup Regatta in August, when for the first time this North



American Junior Championship event was held on the Pacific Coast in Canada. Extensive improvements were made at the Jericho Wharf, and Commodore Palmer donated a fine enlarged landing float to the facilities which were overtaxed, largely due to the increasing participation in sailing events by the junior membership.



*Sloop GOMETRA, 1957.*



G. G. FLEMING  
*Commodore 1959*



TWENTY-FIFTH COMMODORE, Mr. G. C. Fleming, was essentially a power cruiser enthusiast and his flagship was the *Tulsequah*, a well built, roomy cruising yacht which he designed and supervised construction. He had been Rear Commodore for 1955 and 1956, and was Vice Commodore for 1957 and 1958. He was thus very familiar with Coal Harbour Station problems and had taken a leading part in planning and supervising construction of the ladies' lounge extension at Jericho. His programme of instituting additional social events and special dinners at Jericho Clubhouse, in which he was ably assisted by Stan Davies, Vice Commodore, did much to build up the club's financial reserves, which were now in healthy condition. This summer the Club was honored with a visit by Prince Philip's Dragon Class *Bluebottle*, which was sailed in a number of Dragon Race events on English Bay by her sailing master, Surgeon-Lieut. Coles. Jack Sheperd's *Cam* won the elimination tests to compete with *Bluebottle*, but was defeated by the Royal yacht in two straight races. In July the club was host to the finish of the International Power Boat Race in which the leading R.V.Y.C. participant was Dr. R. E. McKechnie's *Mamita*, which won the Tom Ayres Trophy in this event. The Dewees Trophy that year went to Ken Mair's *Gleniffer*. The Buscombe Trophy was not awarded in 1959, but the *Mary Bower*, sailed by Ken McRae, gained the Beaver Cup, and *Vogad*, sailed by Dr. Jack McMillan, won the Macneill Trophy. The Commodore's Cup went to Bob Ross, sailing *Concerto*, and *Vogad*

took the Harry Marshall Trophy and the Keyes Trophy for the Fraser River Lightship Race. The Minerva Trophy was won by *Mary Bower* and the Julian Cup by Mrs. R. D. Ross in *Concerto*. The Butt Trophy went to Doug Helmer in *Tricia* and the Bird Rock award was earned by John Grubbe in *Dolphin*.



M.V. TULSEQUAH, 1959.

STANLEY DAVIES  
*Commodore 1960*



JOINING THE CLUB in 1934, Stan Davies became Junior Commodore in 1938 and was one of the keenest sailors amongst the younger members during the thirties. He was the twenty-sixth Commodore of the Club. He also held the post of Hon. Junior Commodore in 1955, as well as being Fleet Captain in 1954 and 1955, Rear Commodore 1957 and 1958, and Vice Commodore in 1959. During his boyhood Stan built and sailed a number of fine smaller yachts and later won a number of major trophies with *Hymac*, one of the 34 ft. Roedde Class yachts. He imported *Amita*, the Fife of Fairlie designed, Clyde built, 8 Metre sloop in 1954, and she was his flagship in 1960. As Fleet Captain in 1954-55 he led sailing and racing activities to a new high, and his terms as Rear Commodore, in charge of Coal Harbour, witnessed major improvements in our mooring facilities. For many years he edited and enlivened *Sea Breeze*, our monthly informational news-letter to members, and he continues to maintain his interest in the advancement and welfare of the junior membership. It was during Commodore Davies' term that the deck of the Jericho Wharf was enlarged under the capable direction of member Maurice J. (Shorty) Hunt. Tugboat Island acquired as the club's first off-shore station at a cost of \$27,000, this sum being raised by average assessment on the membership of \$36 each. This year saw the inauguration of the Nor-Pac Ocean Race from the Columbia River to Port Townsend, Wash., which was the site of the P.C.Y.C.-P.I.Y.A. Regatta and in which R.V.Y.C.'s *Troubadour*, owned



and sailed by Phil Graham, took part. This year, in the Swiftsure Classic, Pat Leslie's *Tricia* was the winner in the BB Class, and Bob Ross' *Concerto* came home first in the AA Class. Also this year, Dave Miller won the world's Flattie Championship in *Silver Wings*, crewed by his father Sid, who twenty-two years previously, in 1938, won the same title in the same Flattie, crewed by Janet, his wife. *Winsome* won the Buscombe Trophy; *Hawk*, the Beaver Cup; *Aida*, the Macneill Trophy; *Mary Bower*, the Commodore's Cup; *Dolphin*, the Harry Marshall Trophy; *Tricia*, the Keyes Trophy; *Alcion*, the Minerva Trophy; and the Julian Cup went to Mrs. Jean Sturdy in *Kini*. The Butt Trophy was won by *Marchessa*, and the Bird Rock award went to Tom Sturgess for a faux-pas in his *Lightning*.



*Eight Metre Sloop AMITA, 1960.*



TEMPLE H. WRIGHT  
*Commodore 1961, 1962*



TWENTY-SEVENTH COMMODORE, "Temp" joined the club in 1936 and soon took a leading part in stimulating juniors' sailing activities by occupying the post of Hon. Junior Commodore in the years 1938, 1939 and 1940. He was also active in C Class racing with his 26 ft. sloop *Marlou*. In 1938 he acquired *Alexandra* and endeared himself to lovers of fine sailing craft by rebuilding this historic 31-year-old R.V.Y.C. champion. In 1939 he was awarded the Club Championship in 9 Metre yachts, winning the Stock Exchange Trophy. He and his brother Owen were among the first group of R.V.Y.C. sailors to be accepted for overseas service, and left in the Spring of 1940 for naval training in England, soon to receive his commission, and was assigned to active service with Tribal Class cruisers (see R.V.Y.C. in World War II). He was active on the Executive Committee before going overseas, being Hon. Hydrographer in 1938, and occupied the position of Rear Commodore in 1946 and 1947. In 1955 he presented the Yuno Trophy to the club—it is the mounted compass of the yawl *Yuno*, owned by his father in the early years of the club. He also presented the mounted tiller of *Alexandra* as a Perpetual Trophy to encourage competition in the hardy Frostbiters dinghy racing class. Commodore Wright initiated modernization of Jericho Clubhouse furnishing and appointments, and led a progressive effort to construct a new building which was defeated by a General Meeting as being somewhat ahead of its time. Commodore Wright has the distinction of being second

only to the renowned tenth Commodore Ron Maitland in the number of yachts he has owned and operated. Pacific Motor Boat, in October, 1929, credited the latter with a total of sixteen yachts, and he may have owned quite a few more before his decease in 1937. "Temp's" record of nine ships so far, could well be increased. They are:

1935-37 <i>Marlou</i> (sail)	1957-60 <i>Maori II</i> (power)
1937-45 <i>Alexandra</i> (sail)	1961-62 <i>Stromboli</i> (sail)
1946-48 <i>Amberlack</i> (sail)	1961-62 <i>Cora May</i> (power)
1948-55 <i>Kennett II</i> (power)	1962-64 <i>De Anza</i> (power)
1956-57 <i>Firewind</i> (power)	

Further maintenance work at Jericho Wharf was completed in 1961, including widening and renewing of joists and decking of the approach to the dock, etc.

Illness forced Commodore Wright to relinquish his duties for a portion of his second year term, and Vice Commodore Ken J. McRae carried on in his enforced absence. It was in March, 1962, that a strong Building and Development Committee was appointed to bring in recommendations for future construction at Jericho, which were filed eighteen months later (see following Commodores).



*Dragon Class Sloop STROMBOLI, 1961.*

KENNETH J. McRAE  
*Commodore 1963*



ENTHUSIASTIC YACHTSMAN Ken. McRae was our twenty-eighth Commodore. He joined the club in 1950 and in 1957 held the position of Fleet Captain and was Vice Commodore 1961 and 1962. Commodore K. J. McRae also owned and sailed *Barracuta II* from 1951 to 1955. His flagship was the power cruiser *Mutineer*, although he had owned and sailed the fine yacht *Mary Bower* for eight years since importing her from England where she was built 1939 in Solent Shipyards from designs by Robert Clark. He skippered the *Mary Bower* in the trans-Pacific Race to Honolulu in 1961, being the first Canadian yacht entry that year. He was Acting Commodore for the latter half of 1962 due to the illness of Commodore T. H. Wright, and led club affairs for a very active eighteen months with much success. Following the enthusiastic reception by the membership of the redecorated upstairs lounge and model room, his House Committee, under Vice Commodore F. R. Killam, carried out modernization of the main floor areas and the completion of these improvements resulted in the highest revenues from member services in the history of the club. Commodore McRae also served as Commodore of the Pacific International Yachting Association and our club was host to the P.I.Y.A. annual Regatta this year when the largest attendance of this event was recorded. Although the Building Committee had completed its eighteen months' study of projected development plans, their report and recommendations had just been placed in members' hands prior to our Annual Meeting, and Commodore McRae's Executive Committee recommended that study and discussion on



these plans should be left to two Special Meetings scheduled for November after the Annual General Meeting. This year a full and active racing programme was enjoyed despite unseasonable weather: John Grubbe won the Buscombe Trophy in *Veleda*, the Beaver Cup went to John Long in *Mary Bower*, the Macneill Trophy to Stuart Foley in *Comtessa*, the Commodore's Cup to Lol Killam in *Velaris*, the Harry Marshall Trophy to John Brandlmayr in *Coho*, the Keyes Trophy to R. G. Lundy in *Mareda*, the Minerva Trophy to Dr. J. E. Balmer in *Fulmar*, and the Julian Cup to Mrs. Megan Balmer in *Fulmar*, the Butt Trophy to Alec Foley in *Comtessa*, and no yacht nor skipper earned the infamous Bird Rock award. Dewees Power Boat Award went to Dr. Bob McKechnie in *Mamita*, the Sam Cromie Memorial to Les Simmers in *Walithy*, the Tom Ayres Trophy to Bill Killam in *Porpoise II*, the Bent Propeller award to Harry Milne in *Corvels*, and the Pakenham award went to the Burrard Yacht Club.



M.V. MUTINEER, 1963.



F. R. KILLAM  
*Commodore 1964*



TWENTY-NINTH COMMODORE F. R. (Bill) Killam joined the club in 1951 and immediately took keen interest in the power boat section of our activities in his K5, soon to be replaced with *Porpoise II*. His flagship as Commodore was the fine power cruiser *Porpoise III*. He had served as Staff Captain in 1959 and 1960, Rear Commodore in 1962 and Vice Commodore in 1963. Immediately on assuming the post of Commodore presided a series of discussion meetings on the new Building and Development plans proposed by the Special Committee for the club. These culminated in a Special General Meeting held November 30th at which the membership overwhelmingly approved plans to proceed with Breakwater and Marina development at Jericho. Commodore Killam had worked hard in the preceding months co-operating with the Building Committee which was chaired during its extended life by Elmer Palmer, Ralph Farris and Colin Campbell, who concluded and tabled the recommendations. Immediate steps were taken to implement the plan but neighboring residents' opposition occasioned delays to its fruition. Meanwhile sailing and power boat activities proceeded apace. Twenty-seven new ships were added to the fleet bringing the total to 429 (241 power, 188 sail). Due to an increase in non-resident members' dues there was a slight falling off in total membership, but the total membership at the end of the fiscal year was reported at 1,696, practically a capacity figure, and of which the junior membership accounted for 271. This season the Buscombe Trophy was won by Art Way in *Maredea*, the

Beaver Cup by Colin Campbell in *Alcion*, the Macneill Trophy by Dr. J. A. McMillan in *Oonah*, the Commodore's Cup by Lol Killam in *Velaris*, the Harry Marshall Trophy by Stu Foley in *Comtessa*, the Keyes Trophy by Art Way in *Maredea*, the Minerva Trophy by Dr. J. E. Balmer in *Fulmar*, the Gyles White Rocks Trophy by S. B. Watts in *Jester*, the Entrance Island Trophy by Ralph Farris in *Hawk*, the Julian Cup by Miss Nora Way in *Maredea*, the Butt Trophy by B. Killam in *Velaris* and the Bird Rock award was gained by Chas. Bayne in *Spirit*. Power boaters recorded the *Porpoise II* as winner of the Dewees Trophy, skippered by Commodore F. R. Killam; the R.V.Y.C. team took the Pakenham Trophy, Tom Ayres Trophy went to Len Sewell in *Dorleen*, the Bent Propeller Trophy to Ron Runge in *RIOT IV*, and the Sam Cromie Memorial to Hew Brooke in *Maryllice*. In the international field Len Sewell was the winner in the big annual cruiser race and Les Simmers won the tough 980-mile Alaska race in *Walithy*.



M.V. PORPOISE III, 1964.

LYALL O. BELL  
*Commodore 1965*



THIRTIETH COMMODORE Lyall Bell joined the club in 1939 and is also a power boat enthusiast, his flagship being the cruiser *Four Bells*. He held the position of Staff Captain in 1962, Rear Commodore in 1963, and was Vice Commodore in 1964. Under his leadership the Sailing and Power Boat Committees have laid out an extensive programme of racing and cruising activities, the results of which are not yet recorded history. Already this year, within a month of our opening day, May 8th, several exciting overnight races have been held and this year saw a turnout of twenty-one R.V.Y.C. yachts for the Swiftsure Classic, the largest ever, in which a number of our ships had extremely rough going. Pat Leslie's fine ship *Tricia* took second place overall, being second in the BB Class; *Fulmar* was second in the A Class, and the two-time Swiftsure winner *Winsome III* came in third in the BB Class and eighth overall. *Cam*, sailed by Steve Tupper, won the Duke of Edinburgh Trophy of the Canadian International Dragon Council, emblematic of the International Dragon Class Championship, in a series of races held on English Bay in June, 1965. Already this year our juniors are showing their class, Colin Park having placed first in the 1965 Canadian Sabot Championships.



At a Special General Meeting held in June the membership gave authority to purchase Alexander Island for the sum of \$15,000. It had been leased to the club in recent years by Captain B. L. Johnson for a nominal \$1.00 annually.



*M.V. FOUR BELLS, 1965.*



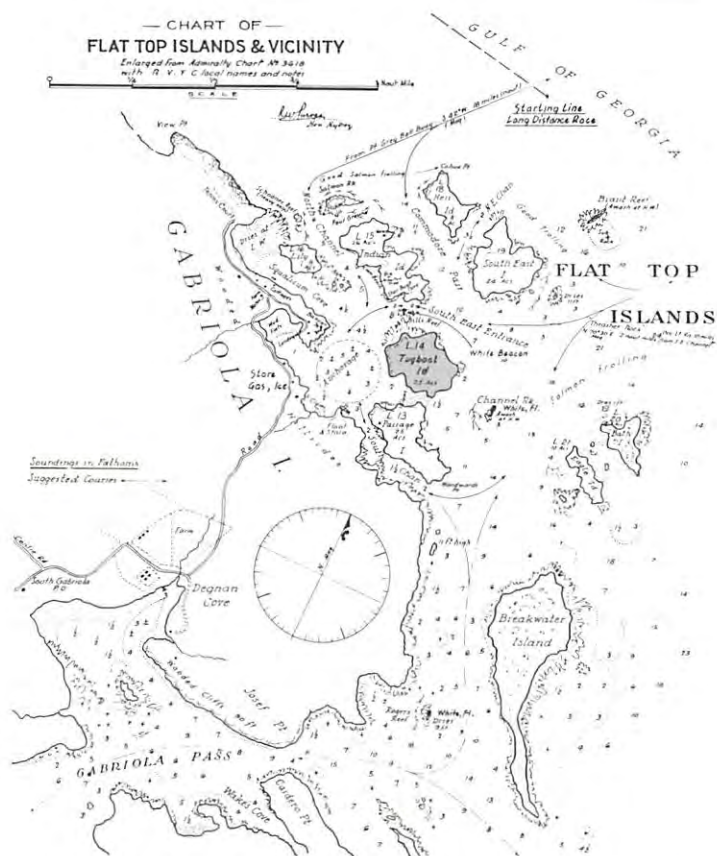


Chart of Flat Top Islands, showing Tugboat Island.



View of Silva Bay from Tugboat Island.

*Club Expansion*AND TUGBOAT AND  
ALEXANDRA ISLANDS

THE DECISION TO SEEK a new headquarters for the R.V.Y.C. in the Jericho Beach area was made in 1924, when A. M. Dollar was commodore. A committee to study the possibility of acquiring property was set up under the chairmanship of G. F. Gyles, to whom is due much of the credit for the success of the move. Even at that time there were members who feared that the club was faced with bankruptcy if it accepted the heavy obligations of moving from the Coal Harbour station to the remote western section of the city. There were others who feared there was not sufficient good anchorage at Jericho.

However the committee's recommendations were accepted by the majority of the membership, and at the annual meeting in February 1925, the committee was authorized to raise \$25,000. Raising such a sum . . . which would seem small in these days . . . caused some head shaking among members. G. F. Gyles solved the problem, however, by preparing a bond issue of \$30,000 at six per cent interest, which was one per cent above the then normal rate. The bonds were purchased by members, and the entire issue was eventually redeemed through the drawing of lots.

Arrangements to lease the Jericho property from the provincial government were completed late in 1925. The property then comprised only one and a half acres with a 200 foot frontage on Point Grey Road. The original lease was for 21 years, and the property was eventually purchased. Further land was purchased from the government in 1937 through the issuance of another bond issue for \$15,000. Construction of the new clubhouse was well underway during 1926, and for a while the club had no permanent quarters of its own, for arrangements were made to lease the Stanley Park clubhouse for use by the navy reserve unit. The club retained the moorings, landing floats, motor boat berths, and other facilities at Coal Harbour. G. F. Gyles, who had done so much to arrange for the move to Jericho, was elected commodore in 1927, so that he had the well-deserved honour of being the first commodore in the new quarters. The new club was officially opened in

June 1927 in time for the international regatta in early July, which got the new site off to a fine start.

The move to Jericho brought an increase in membership, and also a considerable increase in the number of juniors. Proper recognition of the junior element of the club was first given early in 1931, when a junior section was organized under the supervision of Harold Jones. Their skipper was Bunny Whitcroft; first mate, Doug Maitland; second mate, Ken Glass; third mate, Charles Clark; and committee members were David Oppenheimer and Bill Cameron. The juniors decided to hold a dance in order to raise funds for furnishings and for sailing equipment. Prominent among the juniors were Forrest Rogers, who had been sailing the R Class yacht *Turenga* for several years; Stuart Dollar, who raced the sloop *Snooky*; and Doug Maitland, who had won the international championship in the 18 foot Flattie Class. Among those who assisted the juniors with lectures on navigation and seamanship were R. M. Maitland, Capt. B. L. Johnson and Claude Thicke. Ron Maitland, at this time, was a member of the racing rules committee of the North American Yacht Racing Union.

Despite the prevailing depression, the club found itself in good financial condition when accounts were presented at the 1932 annual meeting. The old clubhouse in Stanley Park had finally been sold to the federal government, and the mortgage on the new clubhouse had been paid off. The rank of staff captain was created at this time, to have charge of the power boat division of the club.

Two interesting additions to club facilities have been the acquisition of Tugboat Island and Alexandra Island, to act as club rendezvous. Tugboat Island is one of the Flat Tops, consisting of 28 acres. It was acquired by means of a \$36 assessment of members. There is a house and wharf at the property, which is maintained throughout the year by a watchman. Alexandra Island, which lies in Centre Bay, Gambier Island, is a popular rendezvous because of its easy accessibility from the Jericho station.

The island was originally owned by our second commodore, R. H. Alexander, and in recent years it was owned by Past Commodore Captain B. L. Johnson. In 1960 Captain Johnson gave the club a lease of the island for a nominal \$1.00 yearly rental, and in 1965 the club decided to acquire the title to the property for which a general meeting approved the sum of \$15,000.



## CHAPTER 24

# R. V. Y. C.

### POST WAR ACTIVITY AND PERSONALITIES

WHEN HOSTILITIES CEASED and activity in yacht cruising and racing again became possible, every year saw an increase in club membership and yacht ownership. The fine new Roedde Class was commissioned and a number of well-known yachts were brought out from Nova Scotia. Outstanding amongst these were the "Bird" Class yachts, *Hawk*, *Swallow*, *Blue Heron*, and *Buccaneer III*. Leaders in this expansion were J. C. (Jim) McPherson, Vans Macdonald, Bill Smith; also Mike Senyi brought out the *Fiska*, and Jack Horan the *Westwind*.

Two yachts that were purchased on the east coast and brought out to join the R.V.Y.C. sailing fleet, the 43-foot *Gometra* and 38-foot *Buccaneer V*, have quite romantic histories.

*Gometra* has a niche in history as the "gold ship", which was used to bring the gold reserves of the Royal Norwegian government, amounting to 15 million pounds, from Norway to Canada during the war, thus preventing it from falling into the hands of the Nazis. She was built for a retired British admiral in Scotland by Milne and Sandbanks, and was named *Gometra* after a small islet off the Isle of Arran. In the summer of 1939 she was cruising off the west coast of Norway, and when war was declared in September, her owner decided to leave her at Trondhjem for the duration. Also stranded in the same port was the 28-foot cutter *Sinbad*, built at Southampton in 1910. There they might have wasted the war years away, had not the Germans treacherously invaded Norway in the spring of 1940.

After a gallant defence against strong odds, the Norwegian king and government were forced to flee from Oslo, taking with them the gold reserves, which eventually arrived at Trondhjem. It was decided the gold should be sent to Canada for safekeeping, but there was the big danger that the freighter carrying the precious cargo might be torpedoed on the way.

It was then that somebody had a brilliant idea. Why not stow the gold into the hulls of the yachts *Gometra* and *Sinbad*, which were



conveniently at hand, and then stow the yachts on the freighter's deck? If the mother ship was torpedoed, the two yachts would be cut adrift, and since they had all their sailing gear aboard, and experienced crews standing by, perhaps with a bit of luck they could be sailed into a safe haven.

There was little time to lose. The Germans were closing in on Trondhjem. The gold was hastily but carefully stowed into the yachts, which were towed down the Trondhjemfjord by a small motor patrol vessel, to where a Norwegian freighter was impatiently waiting for the gold cargo. Special cradles had been built on deck to hold the yachts, so that they would easily float off, or be pitched off in a case of emergency. Special flooring was also built into the cockpits of the yachts by the ship's carpenter, so that no matter how they hit the water they would right themselves and stay afloat.

So *Gometra* and *Sinbad* were conveyed safely across the Atlantic to Halifax, their hulls the floating crates for a nation's gold. They remained there for the remainder of the war. *Gometra* was purchased by Gus Ortengren from the Norwegian government after the war and brought her to Vancouver. He sailed her for several seasons and then sold her to the late Ken Glass and Elmer Palmer.

The *Buccaneer V* was formerly the American-built *Gwen* (originally *Buccaneer*), and her notoriety comes from the fact that she was stolen from her moorings near Boston by five German submarine officers during the Second World War. They had escaped from a nearby prisoner-of-war camp, and they sailed her up to Chester Basin, southwest of Halifax, where they wrecked her. She was subsequently salvaged and purchased by Bill Smith, who brought her to Vancouver. She was then sold in 1945 to Fred Mills, who renamed her *Gwen* and sailed her under R.V.Y.C. colours, and later she was sold in 1951 to Vernon Kirkby, who gave her the name *Buccaneer V*.

A notable feature of the 1950's in R.V.Y.C. history was the large number of fine imports from Europe and Eastern Canada, particularly in the 8 metre and 6 metre classes, and the development of a Dragon Class fleet and the popular Lapworth designed "L 36" light displacement sloops.

In 1953 Sandy Martin imported the 6 metre *Alana* from Clydeside, a Fyfe designed boat built in 1930. She came by freighter and arrived in perfect condition. Later he sold her to Ches Rickard and he and his brother-in-law Hugh Mann bought the 6 metre *Hecate*. Both of these are now out of the fleet. Sid and Phil Miller, who ruled for five years as undisputed world champion Flattie racers, and later on top Star Class racers, found their 6 metre, the *Ca Va*, in Denmark. She had been built by a Danish syndicate in 1938 to represent Danish interests in international Gold Cup racing, but was not finished when war broke out. Other 6 metres were brought in by syndicates. Peter Evans,

Bill Dolmage, Doug Maitland and Lorne Culter brought out *Kini* from Scotland. Bob Day, John Frazee and Denny Wotherspoon purchased the *Juno II*. Lorne Kyle owns the modified 6 metre *Golden Hind III*, built in 1948 at Teignmouth, England, originally imported by Ted Courbould.

The first of the 8 metre class to come out from the Old Country was imported by Jack Smith of Victoria. Next was the mahogany-hulled *Fulmar*, built 1930 at Fairlie, Scotland, and brought out by Charles Bayne. These were quickly followed by Stan Davies' *Amita*, the late Ted Field's *Pandora of Rhu*, built in 1938 at Ardmaleish, and Bob Ross' *Concerto*, built at Fairlie in 1937. The *Velaris* was built to this class in 1953 by W. H. Alcock at Crofton, and was sold to Lol Killam in 1962.

The largest of the post war yachts is the 72-foot 12 metre *Jenetta*, built in 1939 at Ardmaleish, Scotland. She was imported in 1953 by Wavell and Doug Urry, who sailed her for a season in the Old Country before shipping her home. Another notable post war production was Harold Jones' 66-foot sloop *Spirit*, built at Vancouver Shipyards.

After the Second World War there was an enormous increase in the number of power boats added to the R.V.Y.C. fleet. Some of the larger vessels were converted naval patrol craft, while the greatly increased interest in power boating that swept the continent led to the acquisition by many members of powerful outboard vessels.

Among notable additions to the fleet in post-war years were Tom Ayres' big *Senarietta II*, commodore's flagship in 1948-49; George Norgan's *Bali Hai*, Max Bell's *Campana*, Harry Reifel's *Casa Mia*, H. R. MacMillan's *Marijean*, Fred Brown's *Invader*, Don Cromie's *Tempest IV*, D. M. Hartnell's *Xanadu* and F. E. Lewis' *Stranger*.

Other personalities who have contributed much time and effort in furthering the club's interests include F. R. (Frank) WILGRESS, for twelve years our Hon. Treasurer, from 1936 to 1947, and Vice Commodore in 1948. A well known Vancouver banker, he was a "natural" for this position, in which he holds a record for long time service second only to Art Jefferd's tops of twenty-one years as Hon. Hydrographer. He joined the club in 1929 and sat on the Executive for several years before assuming the post of Hon. Treasurer. In addition to handling the club's "money-bags", he gave yeoman help to F. Burton Brooke ("Brookie") on the "Urry Maru" for many years in the somewhat thankless chore of Starter and Race Judge. He was elected to Honorary Life Membership in 1952.

CEDRIC J. DILL joined the club in 1928 and on his Star boat *Ariki* was one of the keen racing enthusiasts of the "thirties" in this class. He devoted much time to the training of juniors and in the winter months gave lectures on racing tactics and efficient small boat handling. Frequently a member of the Executive Committee, he was

Hon. Measurer in 1935-36-37 and held the post of Fleet Captain in 1940 and 1944, and was elected Vice Commodore in 1949. He was active in the Naval Training and Patrol section of the club during the war years and served as an Officer again in 1958-59-60, capably handling the position of Honorary Treasurer. In addition to his Star boat activities he raced successfully in the Spencer Boat Class, winning many trophies in *Ariki*, which he acquired in 1938 and sailed up to the war years. In 1946 he brought the 29 ft. sloop *Ariel* from the east coast and sailed her for several years. Now he has "graduated" to the motor boat class and commutes to his Bowen Island summer home in M.V. *Flight*. He was elected to Honorary Life Membership in 1960.

COL. COLIN C. FERRIE joined the club in 1916 and like his father before him is an Honorary Life Member of the club. He was elected to that honour in 1957, twenty years after his father had attained that distinction. Colin is a power cruiser enthusiast, being the owner of that fine senior cruiser *Rhinegold*, built 1911 and still going strong. He holds the record for attendance at all club cruises, Remembrance Day services and important club functions, and is as meticulous in flag etiquette and ceremonial as he is in the maintenance of his historic yacht. He served the club as Staff Captain for the years 1936 to 1938 and was Rear Commodore in 1939.

CEDRIC GYLES, also like his father, was elected to Honorary Life Membership in 1962. He joined the club in 1920 and skippered the R Class sloop *Riowna* in the contests for the Lipton Cup in the "twenties", see Lipton Cup Races. He frequently served on the club Executive and was Fleet Captain in 1939 and Honorary Treasurer for the years 1952 to 1956.

F. J. (Bunny) WHITCROFT joined in 1929 and was one of the keen group of juniors who crewed in the R Class racers and sailed Flatties and Stars to their hearts' content around English Bay and up Howe Sound, occasionally venturing across the Gulf to Nanaimo and the Flat Tops in the open boats (approximate distance across the English Channel at Dover). In 1939 he owned the Star *Stardust*, and probably owned others before that. His service overseas was in the artillery in Italy and other areas. Returning, he rebuilt the old West Coast Lifeboat *Tofino Belle*, and in recent years has operated a number of smart run-abouts, products of his own yards, West Coast Salvage & Contracting Co. Ltd., which he and other interests purchased from the late E. F. (Jack) Cribb. "Bunny" is a keen Frostbiter, having taken a part, along with Bob Day, "Ace" Lindsay and others, in reviving interest in the hardy sport of Dinghy Racing. His name is engraved on many dinghy trophies, and in 1960 he presented the F. J. Whitcroft Golf Trophy to the club for annual competition. He was a member of the Executive Committee in 1961 and 1962.

GEORGE A. CRAN (History Editor) joined the club in 1933



and for a few years sailed *Bearcat*, a 16-foot cat boat, before acquiring *Hi Ho II*, 26-foot sloop designed by Halliday and built for him by Tom Taylor. It was the first of a class of 26-foot sloops which were subsequently named the Hi Ho Class. He was elected Hon. Secretary in 1952 and held the position for six years till 1957. During that time he instituted modern business practices in office procedure, had a decorative design created for Honorary Life Membership Certificates by Ron Jackson, and was responsible for getting the concrete fireproof vault built which by now is crammed with irreplaceable records and needs to be enlarged. Not always on the side of the Executive, George follows after the renowned Ian McKenzie, Sidney Smith and Roy Ginn as perennial critic of policies and procedures at Annual Meetings. He cruised the 26-foot power boat *Cosmo II* from 1953 to 1958 and was elected to Honorary Life Membership in 1964.

R. H. R. (Bob) DAY joined in 1931, was one of the most active juniors and went on to be a winning Star sailor in his *Nomana*. He made a name for himself with the Air Force in World War II, becoming Squadron Leader and gaining the D.F.C. Returning, he took up his favourite sport of yachting, swinging over to power cruisers. He owned the cruisers *Chinthe*, *Gremlin*, *Acrasia* and *Malecite*, and took keen interest in Predicted Log Racing, winning the Dewees Trophy with *Gremlin* in 1951 and with *Malecite* in 1958 and 1961. His *Acrasia* was awarded the Bird Rock Trophy in 1953, the first time that "distinction" went to a power boater and gained the Order of the Bent Propeller in 1961 with *Malecite*. Bob held the position of Staff Captain in the years 1951-52-53. In 1955 he imported the Nicholson designed six metre *Juno II* from England and displayed superb seamanship when, with his remaining crew member Herbie Millham, he succeeded in coming about in a howling gale, rescuing "Denny" Wotherspoon and "Gordie" Baker (see chapter, "Wild Ride of the Sixes"). In 1961 he initiated the VanIsle Race which circumnavigates Vancouver Island, and in 1960 presented the R. W. R. Day Golf Shield for annual competition by club members.

W. H. (Bud) DAY joined in 1934, and like his brother Bob was also a winning Star Boat sailor in his *Taseko*. He served overseas in the Air Force with the Radar Division in England, and returning became Honorary Secretary to the Pacific International Yachting Association in 1945, which post he held for twelve years. He was also Honorary Secretary to the Pacific Coast Yacht Council for 1950-51-52. He has served several terms on our club Executive and his organizing ability has been much in demand when we host the P.I.Y.A. Regattas every four years. He imported the first Dragon Class yacht brought to Canada in 1951 which he named *Lady Nan*, and in her won the Dragon Series at the P.I.Y.A. Regatta in Seattle, 1951. This yacht, later renamed *Cam*, continues to be a consistent winner, now owned

and sailed by Jack Shepherd. Bud is a member of the club Historical Committee.

O. H. BELL joined in 1937 and was active in the power boat class, owning at various times the cruisers *Latona*, *Latona A* and *Latona B*. He was a veteran of the First War and was a tower of strength on the Executive during the Second World War years, occupying the position of Vice Commodore from 1944 to 1947. He took part in the naval training and patrol activities of the club in the war years and initiated the Family Cruise and Children's Week-End in his first year as Vice Commodore. This annual event, which culminates in an impressive open air Service at the Anglican Church, Artaban Camp, is always very well attended, as many as fifty yachts and up to three hundred adults and children taking part. Vice Commodore Bell also instituted efficiencies in our Jericho Clubhouse operation and added a distinctly nautical touch to the decorations by arranging for framing and hanging approximately fifty burgees presented to the club by Royal and other Yacht Clubs from all over the world. His son Lyall is our thirtieth Commodore.

RON JACKSON joined in 1933 and was a partner in the original *Carita* with the late Bill Roedde. He served on the Executive Committee several years and was Honorary Hydrographer in 1939. He designed the very attractive certificate which is presented to Honorary Life Members on their election to that honour.

J. C. (Jim) McPHERSON joined the club in 1936 and held the position of Staff Captain in 1939. At various times he owned a number of power cruisers, including the Hong Kong built *Gleniffer*, which although launched in 1912 is still actively cruising, skippered by her present owner Ken. F. Mair. In his earlier years, before coming to Vancouver around 1910 to engage in the real estate business, Mr. McPherson had been captain of several vessels, both sail and steam, on the east coast, and had engaged in ship trade to Mediterranean and West Indies ports in the barquentine *Gaspe*. Contrary to a popular belief amongst local yachtsmen, Jim was not a "Cape Horner", according to his son D. C. (Doug) McPherson, current active power boater who owns and skippers *Sea Dream*. Although not a "Cape Horner" Capt. McPherson was a very efficient sailor because of his apprenticeship "before the mast" and kept his vessels, including the *Hawk*, in tip-top shape. In 1946 he brought the 47 ft. sloop *Hawk* to the Pacific Coast from Nova Scotia, and also had a hand in bringing out other Bird Class yachts designed by Roue, the designer of the famous *Bluenose*. These trim vessels included *Buccaneer III*, *Swallow*, *Blue Heron*, and they did much to enliven the big cruiser class long distance and English Bay races.

E. S. (Ernie) EARLE is one of the stalwarts who have done much for the club in the field of Race Starting, Race Recording and

Judging. He originally joined the club in 1935 and for a time filled in as Secretary-Manager during a staff shake-up. He returned to club membership in 1952 and took a keen interest in assisting Art Jefferd on the Starting Tower for a number of years until Art expressed a desire to retire. Ernie followed him as Hon. Hydrographer in 1961. Well trained in his duties, Ernie was an efficient starting and judging official, and his services are even now much in demand at major sailing events when the large number of yachts taking part creates hectic activity on "Urry Maru". For his services as Hydrographer to the English Bay Star Fleet he, as well as Art Jefferd, are Honorary Life Members of that active fleet. Ernie is most appreciated perhaps by the Frostbiters for his unfailing services as Starter and Judge at Coal Harbour, at Victoria Regattas and elsewhere, turning out to start them off in all weathers—mostly wet, cold and miserable.

A. W. (Nye) NYBLOM joined in 1937 and for many years skippered the sloop *Ganessa*, which he acquired in 1938 from Jim Longley. He was active in C Class racing and won the Frank Parsons Trophy for the English Bay Series in the years 1940, 1947, 1950, 1951 and 1952, and was awarded the "coveted" Bird Rock Trophy in 1947. "Nye" devoted a lot of time and effort to junior training, and was Honorary Junior Commodore for the five years of World War II. He was Honorary Measurer of the club in 1942 and 1943 and Honorary Treasurer in 1949, also a member of the Executive Committee for several years thereafter, his American citizenship precluding him from holding a Flag Office in the club.

Another hardy sailing enthusiast, N. T. (Norm) PARK, also gets the "nod" from the Frostbiters for his interest in their activities and Norm's work for several years as Honorary Junior Commodore is deeply appreciated by the Executive and the fathers and mothers of the hundreds of fortunate juniors who have received their sailing training from instructors under Norman's direction.

DR. R. E. (Bob) McKECHNIE joined in 1946. He is a power cruiser enthusiast, and in his fine yacht *Mamita* has been a consistent winner of Predicted Log Racing. He won the Dewees Trophy in 1957 and again in 1963, the Sam Cromie Memorial Trophy in 1962, and has ranked high in the International Power Boat Annual Races. He was Staff Captain in 1955 and 1956 and Vice Commodore in 1960. Active in the formation of the B.C. Yacht Council, he represented the club for some time on that body, and a few years ago wrote and produced a very authoritative booklet on Flag Etiquette.

W. E. (Bill) CUNNINGHAM joined in 1933 and was one of the efficient junior skippers of the "thirties". He served in the air force during the war years and in 1948 designed and built the fine 30 ft. B Class sloop *Cambria*, with which, over the years, his name has been inscribed on many club trophies. He has served the club well on the



Executive Committee and was Honorary Measurer in 1938 and Fleet Captain in 1952.

KEN MacKENZIE, who joined in 1943, is the well-known "dour" Scottish skipper of the trim 32-foot B Class sloop *Ealasaid*, one of the best kept yachts in the fleet, and winner of many trophies including the famous Lipton Cup. Ken built *Ealasaid* himself around 1927 from designs by Tom Halliday, and still actively sails her, having changed her rig over the years and raising the cabin to give full headroom. Many club year books have incorrectly recorded the name *Ealasaid*, leaving out the first "a". Ken points out that the name is Gaelic, which is to be expected, and it means Elizabeth.

W. R. (Bill) MORROW joined in 1931 and for some years he owned the old time power cruiser *Margaree*. In 1948 he built the 34 ft. Roedde Class *Elusive* and very actively sailed her till 1956. Swiftsure records available now only go back to 1952, but *Elusive* was entered in every year till 1955. In 1952 he was third in the B Class, first in B Class in 1953 and fifth overall. In 1954 he was again first in B Class and was second overall. In the 1955 Swiftsure he did not finish. In 1950 he and John Burnett presented the Burn-Mor Match Trophy and in 1952 he won the Macneill Trophy, Vice Commodore's Cup and the Spencer Class award. In 1953 he won the Vice Commodore's Cup and the Entrance Island Race. In 1955 he won the Fraser River Lightship Trophy and the Vice Commodore's Cup.

DR. J. A. (Sammy) SAMPSON joined the club in 1937. His yacht was the power cruiser *Tequilla*, and he was Staff Captain in 1940-41-42. He was active in the formation of the Naval Training Section of the club along with Fleet Captain Ced. Dill in 1940, and continued as leader of that group till disbanded in 1944. It was under Dr. Sampson that the group of six club power cruisers assisted naval authorities to round up approximately 1100 Jap owned fishing vessels and intern them at Annacis Island, Fraser River, see Chapter 18.

DR. J. E. (Jack) BALMER joined in 1947 and became Fleet Captain in 1963, and was re-elected to the post in 1964. He acquired the 8 metre sloop *Fulmar* in 1956 and has an excellent record of wins. In 1963 he won Minerva Trophy, W. O. Bell Trophy, Navigator's Trophy and Jack Cribb Memorial Trophy on the Snake Island Race, and Mrs. Megan Balmer won the Julian Cup. He repeated his record again in 1964 but the Julian Cup that year went to Mrs. Way in *Maredea*. *Fulmar* entered the Swiftsure in recent years and in 1965 came second in the A Class.

J. G. (Jack) WILLIAMSON joined in 1935, and his first yacht was the C Class *Jollilu*. He later had the power cruiser *Lorelei*, and in 1947 built the 34 ft. Roedde Class sloop *Fantasie II*. Jack served on the Executive for several terms and was elected Fleet Captain in 1949, 1950 and 1951. He won the Spencer Trophy in 1948 and again

in 1953. Active in promoting class boat competitive racing, Jack was a leader in the Roedde Class, having assisted the late Bill Roedde to develop the design finally put on the boards by naval architect Tom Halliday. Nowadays Jack and Olive prefer to cruise the Gulf Islands, but they take an active part in all club cruises and functions, never failing to turn out for the Remembrance Day services.

S. (Stu) FOLEY joined in 1932 and was one of the very active group of young sailors sailing Stars and Flatties in the "thirties". He is one of the trio of airline pilots in the club who are very highly rated racing skippers—the others being Ches Rickard and Pat Leslie. Stu was stationed in Eastern Canada for a considerable time, but returning to permanent home in Vancouver he built the sleek 32 ft. Seafair sloop *Comtessa* in 1956 and has the following club trophies to his credit: 1957, Keyes Trophy; 1963, Macneill Trophy; 1964, Harry Marshall Trophy; and in 1958 his son Alec won the Butt Trophy in *Comtessa*, repeating the win in 1963.

J. P. (Pat) LESLIE joined in 1948, sailing the Star *Polaris* with success. He later owned the *Flamingo*, and for a couple of years the Dragon KC I. *Cam*. In 1958 he built the 36 ft. L36 Class sloop *Tricia* and entered in his first Swiftsure Race in 1959, placing third in the BB Class and a very worthy third overall. He was elected Fleet Captain in 1959 and was Honorary Measurer 1960-61-62. In the Swiftsure of 1960 he placed first in the BB Class and second overall, and in the 1961 event came fifth in BB and seventh overall. In Swiftsure 1962 he tied with S. B. Watts in *Jester* for third place in BB and fifth overall, being eleventh in BB in 1963 and third in BB in 1964. In the 1965 Classic he placed second in BB and second overall. Pat's record of club wins is most impressive: In 1960 he won Keyes Trophy, Empire Trophy, Gulf of Georgia Trophy and Harbour Lights award. In 1961 he again won the Keyes Trophy, White Islands Race, Entrance Island Race (which he also won in 1959), the Gulf of Georgia Trophy, also the Jack Cribb Memorial. He won the 1963 Schooners and Yawls Trophy and *Tricia* also won the Butt Trophy, sailed by Doug. Helmer, in 1959.

C. L. (Ches) RICKARD joined in 1950, and his *Winsome III* belongs in the club "Hall of Fame" for twice winning the Swiftsure Classic in consecutive years 1961 and 1962, and its second place in 1963 (if the protest against *Thetis* by another yacht had been allowed, Ches would have had three consecutive Swiftsure wins to his credit). Ches served on the club Executive in 1957 and has been active in the Honorary Junior Commodore's Committee. When he owned and sailed the six metre *Alana* she was one of the only two yachts to finish the Entrance Island Race of 1955, coming only two lengths behind *Kini* (see Wild Ride of the Sixes). His daughter Joan won the Butt Trophy in 1955 and Mrs. Wyn Rickard won the Julian Cup in 1955 and 1956 in *Alana*. The club Six Metre Championship went to *Alana* in 1956,

sailed by Pat Leslie. *Winsome III* is also carved on the trophies for both the White Rocks and Entrance Island races in 1960.

R. D. (Bob) ROSS joined in 1954 and his first yacht in the club was the 26 ft. sloop *Flying Walrus*. In 1956 he acquired *Concerto* from Ced. Gyles, who had imported this sleek 48 ft. eight metre sloop from the Clyde, where it was built in 1937. In *Concerto*, Bob has made a name for himself as a racing skipper as the following record of his wins will show: In 1957, Commodore's Cup; 1958, Redskin Trophy; 1959, Commodore's Cup and Gulf of Georgia Trophy, also this year Mrs. Ross won the Julian Cup; 1960, W. O. Bell Trophy; 1962, Beaver Cup and Harbour Lights Trophy; and in 1963 the Burn-Mor Match Trophy. He also has a fine record in Swiftsure racing. In 1964 he acquired the fine roomy *Coral Reef* from Art Way and re-named her *Penelakut*. She came eighth in the A Class in the 1965 Swiftsure Classic.

L. H. (Lol) KILLAM joined in 1946 and was active in the powerboat fleet from 1950 to 1960 in his 62 ft. cruiser *Wyrill*. He is an enthusiastic Frostbiter, and his name is on many of their trophies. In 1960 he acquired the 48 ft. A Class sloop *Velaris*, and has a fine record of race victories with her. In 1961 he won the Commodore's Cup, W. O. Bell Trophy and the Harbour Lights Trophy; his son Hayden also won the Butt Trophy. In 1963 *Velaris* also won the Commodore's Trophy and the Gulf of Georgia award. In 1964 he again won the Commodore's Cup and his son "Bunker" the Butt Trophy. *Velaris* is also a regular entrant in the Swiftsure Classic, placing fifteenth in the A Class in 1961, second in the A's in 1962, eighth in A's 1963, fifth in A's 1964, and tenth overall and tenth in A's in 1965. *Velaris* is this year entered in the Victoria to Honolulu Race. Lol was Fleet Captain of the club in 1961 and 1962.

N. R. (Norm) McCARVILL joined in 1957 and is skipper of the fine yacht *Spirit* in all the major racing and cruising events on the club calendar. He is a keen yachtsman, and the contests between our two largest active racing yachts, Phil Graham's *Troubadour* and *Spirit*, have enlivened discussion at the famous "five o'clock club" for the last seven years, their crews being frequently present AND vocal. In 1961 Norm entered the Acapulco Race from Los Angeles and had a very strenuous passage down the coast to enter that event. He keeps *Spirit* in tip-top shape, maintaining her in the style set by her co-designer and builder, the late Past Commodore Harold A. Jones. Mrs. McCarvill (nee Beverley Jones) is also a first rate skipper, having won the Julian Trophy sailing *Spirit* in the 1947 ladies' race.

P. D. (Phil) GRAHAM joined in 1955, and in 1958 imported from Europe the 65 ft. yawl *Troubadour*, which he kept in active commission until sold in 1965 to California. An enthusiastic yachtsman, he sailed *Troubadour* in all club fixtures and branched out to "blue water" sailing with his entries in the Trans-Pacific Honolulu Race in 1961 and the



tough NorPac races to and from the mouth of the Columbia River and Port Townsend, Wash. He has regularly entered the Swiftsure Classic, being first yacht home in the 1961 event, thereby winning the City of Victoria Trophy. Phil has done a great deal to stimulate interest in the big cruising-class races with his perennial challenges to *Spirit*, and to him can be attributed the creation of the Snake Island Race, which is now a club fixture. In 1958 he challenged *Spirit* to a matched race over that 58 mile course which the *Spirit* won, passing *Troubadour* going to windward in the night on the way home. He is also the initiator of the Sisters Islets Race, the distance around being approximately 100 miles. For this new annual fixture Phil presented the Troubadour Trophy, which was won the first year (1963) by *Coho*, sailed by John Brandlmayr. Phil was elected Fleet Captain in 1965.

C. (Chuck) BAYNE joined in 1941 and was active in the junior and intermediate classes. In 1954 he imported the Fife of Fairlie designed, Clyde built 8 metre sloop *Fulmar*, and sailed her for a couple of years, winning the Burn Mor Match Trophy in 1955 and the Redskin Trophy in 1956, having been awarded the Bird Rock Trophy in 1955. He succeeded in acquiring the latter "distinction" again in 1964, sailing *Spirit*.

A. W. (Art) WAY joined in 1941 and took part in the naval training and patrol activities of the club in the war years. He owned the cruiser *Yellow Jacket* for a number of years and built the fine cruiser *Bel Air* in 1953. In 1956 he imported the Robb designed, Shandon built *Delphin* and entered her in the Swiftsure Classic of 1957, placing sixth in the BB Class that year. In 1959 he built the Seaborn designed 46 ft. sloop *Coral Reef* and placed eleventh in the A Class Swiftsure Classic that year. In 1960 he did not finish in the Swiftsure but in 1961 came fourth in the A Class, beating out seven other R.V.Y.C. entries. In 1962 he placed thirteenth in the A Class Swiftsure but he won the Commodore's Cup in our local Entrance Island race. In 1964 he acquired the *Maredea*, making the fine sailing record of the following wins: Buscombe Trophy, Schooners and Yawls Trophy, Keyes Trophy, Empire Trophy, Troubadour Trophy, and Mrs. Nora Way won the Julian Cup. In the 1964 Swiftsure he placed tenth in the BB Class, in 1965 he was fifth in the BB's.

E. D. (Doug) STONE joined in 1944 and had previously been an active Star boat sailor with Kitsilano Yacht Club. He has an extensive background in yacht designing, having at one time been engaged in that profession in New York City. He comes from a long family of boat builders, and annually visits the family boat works in England. He, along with the late E. F. (Jack) Cribb, imported the Uffa Fox designed *Fleet Fairy* from England in 1952. Although a trim 33 ft. open sloop she did not perform too well in the light English Bay airs, and has not been in commission for some years. Doug was Rear Com-

modore in 1951 and 1952, and has always taken a keen interest in junior sailing activities. For some years he has headed the Sea Cadet movement in British Columbia, and is a member of the club Historical Committee.

D. M. (Doan) HARTNELL joined the club in 1954, and is also a power cruiser enthusiast, having owned *Xanadu*, the rebuilt U.S. sub-chaser of the First War, and now the fine cruiser *Takulli*. He was Staff Captain in 1963 and Rear Commodore in 1964, and is now Vice Commodore in 1965. He is an active worker on the club cruises, and has developed fine participation in the new winter cruises and the Children's Day events.

A. F. (Bud) ROULSTONE joined in 1949 and was Honorary Junior Commodore in 1951. He was active in the small boat classes, sailing 14 ft. International Dinghies, Flatties, Dragons, and at one time *Stromboli*, which was originally built for Past Commodore Temp. Wright. He was also a capable Frostbiter, and his name is on many trophies for the small boat classes. He presented the Stromboli Trophy in 1961 and in 1963 won the Canadian Flying Junior Class Series at Lake Louis, Quebec, with the aggregate of 535 points, to pick up the Vanier Trophy, out-scoring a fleet of 102 boats although he had never sailed a Flying Junior before. Bud was Honorary Hydrographer in 1962.

R. C. (Ron) RUNGE joined in 1946 and is a keen power cruiser enthusiast, his yacht being *Riot IV*. He has served on the Executive Committee and has been active on several House Committees and on Rear Commodore Committees. He was elected Staff Captain in 1965.

COLIN D. CAMPBELL joined in 1950 and over the succeeding years has been an active cruising and racing skipper in *Blue Wave*, a 33 ft. yawl, and since 1961 in *Alcion*, the fine 47 ft. A Class sloop. He has recently headed the Breakwater Committee and has been active on House Committees, having been elected to the Executive Committee in 1963, 1964 and 1965.

T. F. (Bill) ORR joined the club in 1951, and is a power cruiser enthusiast. He has owned the *Senerietta II* and now owns the *Malecite*, which he frequently places at the disposal of the Eight Bells Club, and his fine ship is always available to transport materials and supplies to our off shore stations at Tugboat and Alexander Islands. He has taken a keen interest in the development of these club assets and is affectionately known as "Mayor of Tugboat Island". He was elected Rear Commodore in 1965.

Three champion power cruiser operators, A. L. (Les) SIMMERS, *Walithy*; L. G. (Len) SEWELL, *Dorleen*; and DR. H. (Hew) BROOKE, *Maryllice*, have gained distinction for themselves and have brought honours to the club by their expert performance in Predicted Log Races. They captured all three major power cruiser events in 1964—the International Alaska Race, the International Cruiser Race and the

Gulf of Georgia Race—and they are all set to repeat the feats again this year.

JAYES—the perfect English butler—who assumed the position of Steward when the Jericho Clubhouse was opened in 1927, gave an air of graciousness and distinction to our club dining room and was a landmark at the premises for many years till he retired in 1950. He was succeeded in the position by his assistant, FRANK CAVALIERO, who carries on today as our efficient head Steward. Frank joined the club in 1938, receiving leave of absence during the war years for navy service. He supervised the officers' mess at H.M.C.S. *Discovery* for a short time and had active service for eighteen months on frigates in the North Atlantic Convoy Patrol. Returning in 1945, he has carried on in the best traditions and is a "prime favourite" with all members.

STANLEY BROOK, who was appointed to look after our Coal Harbour Station in 1922, retired in 1960 after 38 years of faithful, conscientious service to all active members, big, little, experienced or amateur yachtsmen—all were alike to him—they could always count on Stan. to see that their boats were safely riding at moorings and they knew that they could call on him for the little personal attentions that mean so much to the zealous boat-owner. He presented the Stanley Brook Trophy for Frostbiters in 1955. CAPT. "Denny" RAMSBOTHAM succeeded Stan Brook in 1960 as Superintendent at Coal Harbour. He is a qualified ship's captain, a navy veteran, and before joining the staff was skipper of the well-known Gibson brothers yacht *Norsal*. Capt. "Denny" watches over his charges at the moorings like a mother hen guards her chicks, and is a dependable source of sage counsel for budding navigators or inexperienced "novice" boat-owners.

Flag Officers who have served the club since its inception in 1903 are listed in Chapter Thirty-two. Meanwhile the following table records the members, not otherwise mentioned, who have given service on the Executive Committee for the years stated:

1946 Gus Ortengren, Ted LePage.

1948 George L. Cran

1949 Dr. R. P. (Bob) McCaffery, Dr. C. D. Helmer, B. R. (Bert) Tupper

1950 R. H. R. (Bob) Young

1951 Claude S. Thicke, G. Hazen Phillips

1961 and 1962 E. B. Dueck, J. M. (Ace) Lindsay

1963 D. C. (Doug) McPherson

1964 G. Alan Martin, P. D. Graham.

1965 L. Dampier, Geo. Glanville, Alec. J. Forsyth, G. Alan Martin.

Previous to 1957 the Flag Officers always gave their reports verbally at the Annual General Meetings, usually reading them, then passing the documents to the Commodore. Presumably they were intended to reach the Hon. Secretary's hands for inclusion in the official minutes.



Over the years, some did and some didn't—so to save long "harangues" at Annual Meetings the Hon. Secy. of that year (your editor) adopted the modern plan of including all Flag Officers' reports in the printed Annual Report and Financial Statement mailed to the membership in advance of the Annual Meeting. This not only simplified procedure but definitely put the reports in print where they can be studied and referred to in succeeding years.

A review of the last eight years sail and power boat activities is therefore at hand, and is recorded in condensed form herewith.

1957 Fleet Captain Ken J. McRae reported—

"... early in the year our Frostbiters, under the Chairmanship of J. M. (Ace) Lindsay, invaded Victoria and annexed the H. A. Wallace Trophy, symbol of the Inter City Team Championship ... *Gometra*, *Delphin*, *Treveda* and *Mary Bower* did well in the Swiftsure Classic, *Treveda* achieving 1st in the B Class and *Mary Bower* 3rd in A Class ... over sixty yachts took part in the English Bay Invitational Regatta, but the representation from other clubs was disappointingly small ... the P.I.Y.A. Regatta was held at Port Townsend, Wash., and few R.V.Y.C. yachts participated, possibly due to the poor sailing conditions encountered two years ago, and which were repeated this year ... Angus Roulstone took first prize in the International Dinghy Class and the Canadian six metres won the International Team Race for the first time in four years ... there was a good turn out to the Labour Day Regatta at Maple Bay, and our club won the H. Wallace Trophy for interclub competition from Victoria this year ... Dr. Cec. Helmer credibly represented us at the Mallory Cup Eliminations in Seattle, and George Mason and crew made an excellent showing in the Royals Regatta at Toronto, losing first place by only one quarter of a point ... Ray Delaplace was successful in winning the Venture Trophy in International Competition for the 14-foot Dinghies."

1957 Staff Captain F. S. Clendenning reported—

"... the Easter Cruise up the Fraser River to Pitt Lake was repeated again this year and the popular Family Cruise or Children's Week End again held at Camp Artaban, Gambier Island ... only seriously handicapped children were included in the Children's Day Cruise and this year a Fishing Derby provided additional fun ... our team won the Inter Club Predicted Log event, retaining the Pakenham Trophy by a large margin ... a new Thanksgiving "Wind-up" Cruise enjoyed a large turnout and will be a permanent fixture in the future."

1958 Fleet Captain H. J. Burnett reported—

"... more and more power boat skippers are turning out for the Frostbite events, and this year won the majority of prizes ...

although Easter was early this year the large turnout for the race to Flat Tops was most gratifying, but the early events in English Bay were poorly attended, and it is recommended that no events be scheduled in future prior to Opening Day . . . there were nine entries from the club in the Swiftsure Race, *Cresset*, sailed by Gerry Palmer coming fourth in the BB Class and *Gometra*, sailed by Elmer Palmer sixth in the A Class . . . the P.I.Y.A. Regatta was an outstanding success, largely due to the hard work of our Regatta Chairman W. H. (Bud) Day . . . with Mrs. Ann Bottrell as Instructress a series of ladies' sailing classes were successfully held, and our juniors gave an outstanding performance in the Sears Cup and other international events . . ."

1958 Staff Captain F. S. Clendenning reported—

" . . . during the winter months a series of successful events were held in the Jericho Clubhouse—Stag Party and Auction Sale, Photo Night and others . . . the Easter Cruise to Pender Harbour was blessed with calm and fine weather, as was the Children's Week End at Camp Artaban . . . the Children's Day Cruise was highlighted by entertainment aboard vessels of the R.C.N. Destroyer Escort Squadron through the courtesy of Rear Admiral H. S. Rayner and Captain J. Pratt . . ."

1959 Fleet Captain J. P. Leslie reported—

" . . . the Swiftsure Classic drew a record entry of eleven yachts from our club; *Mary Bower* won in A Class, *Concerto* second in AA Class and *Tricia* third overall . . . David Miller, with his father, participated in the World's Flattie, and the Kirkland brothers in the World's Star Championships in California . . . George Mason and Maurice Hunt represented Canada in Stars in the Pan American Games in Chicago, while our junior team of David Miller, Colin Park, Ken Baxter and Jon Fladgate sailed for the Pacific Northwest in the North American Junior Championships at Noroton, Conn. . . . *Bluebottle*, the Dragon Class yacht owned by H.R.H. Duke of Edinburgh, skippered by Surgeon-Lt. R. Coles and Clive Smith, visited our waters and was the centre of intensive racing culminating in a match against *Cam*, which she won. Two more Dragons joined the fleet this season . . . Bill Burgess won the Star Class eliminations in a close contest against local and two eastern teams, and will represent our club at the 1960 Olympics . . . nine large yachts were added to our fleet this season: *Coral Reef*, *Gabrielle*, *Heather*, *Novara*, *Toroa*, *Tramontana*, *Tricia*, *Trima* and *Winsome* . . ."

1959 Staff Captain F. R. (Bill) Killam reported—

" . . . a new innovation was a Mid Winter Cruise to Centre Bay, Gambier Island, very successfully organized by R. W. R. (Bob) Day . . . the Easter Cruise planned for Pender Harbour was diverted to Camp Artaban because of the weather, and 37

cruisers participated with 94 adults and 48 children, and was an unqualified success thanks to Lyall Bell's efforts . . . the Family Cruise to Camp Artaban was attended by over fifty ships, 125 adults and 125 children . . . prompted by Harbour and Naval Authorities our club participated with Burrard Yacht Club and West Vancouver Yacht Club in patrolling a lane from Pier B to Pt. Atkinson for the passage of Her Majesty Queen Elizabeth on the H.M.C.S. *Assiniboine* . . . with Burrard Yacht Club we were hosts to the finish of the annual International Cruiser Race when over 100 ships and crews were accommodated under the able direction of Dr. R. E. (Bob) McKechnie . . . predicted log racing was very active with five Harbour races, the International Cruiser Race in which our seven entries did well, the Dewees and Pakenham Trophy Races . . . 36 members enrolled in an excellent navigation course organized and conducted by W. J. (Bill) Johnson . . . improved procedure for radio communication with cruisers was arranged with D.O.T. through the good offices of John Dunn . . . a greater variety of competitive power boat events is recommended, also the acquisition of a club property within reasonable cruising distance of Vancouver . . ."

1960 Fleet Captain Denis F. Wotherspoon reported—

" . . . David Miller, with his father Sid, won the World's Flattie Championships, which were hosted by our club in English Bay with twenty-five Flatties participating, including many former World's Flattie champions . . . David, with Colin Park, Ken Baxter and Bob Lance, travelled to Green Lake, Wisconsin, and won the Sears Cup, emblematic of the North American Junior Sailing Championships . . . Ron Maitland, Alec Fergusin, Alec Foley and Don Martin made an impressive showing at the Junior Olympic Regatta held in Montreal . . . Cec Helmer represented our club in the Mallory Cup eliminations at Seattle, and Audree Rees the Adams Cup eliminations also held there, unfortunately without success . . . eighteen Lightnings and eleven Dragons have added a colorful spectacle and increased interest to our week-end racing . . . Phil Graham entered his *Troubadour* in the strenuous Norpac Race from the mouth of the Columbia River to Port Townsend, Wash. . . . Alf Loomis, an Editor of "Yachting", and John Guzwell, who sailed *Trekka* around the world, also Walter Chapelle, gave interesting addresses to the membership . . ."

1960 Staff Captain F. R. (Bill) Killam reported—

" . . . the Mid Winter, Easter, Children's and Thanksgiving Cruises were well attended, as was also the special annual cruise for crippled children . . . a Harbour Patrol was organized and successfully concluded during the visit of U.S.S. *Coral Sea* . . . four R.V.Y.C. cruisers took part in the International Cruiser Race, one in the

Alaska Race, seven in the Dewees Trophy Race, six in the Gulf of Georgia Race, four in the Pakenham and four in the Thanksgiving Races . . . acquisition of Tugboat Island at Silva Bay was promoted and successfully concluded and the value to the club of this property was amply proven by its popularity throughout the season . . . through the generosity of Capt. B. L. Johnson, Alexander Island in Centre Bay, Gambier Island, was made available to the club . . ."

1961 Fleet Captain L. H. (Lol) Killam reported—

" . . . statistically speaking, during the past year there were more boats, more races, and more wins than ever before. More of our members travelled farther afield and the R.V.Y.C. was well represented in national and international races . . ."

1961 Staff Captain Robert Gibson reported—

" . . . your Tugboat Island Station was host this year to over 350 registered members' boats with some 1400 guests aboard . . . on the occasion of the arrival of the largest passenger vessel ever to visit Vancouver, the *Canberra*, your power boat committee organized a harbour patrol in conjunction with the National Harbours Board . . . the first Van-Isle predicted log race and family cruise programme around Vancouver Island was instigated through the efforts of R. W. R. (Bob) Day, and the result would indicate that this would be a bi-annual event . . ."

1962 Fleet Captain L. H. (Lol) Killam reported—

" . . . another successful year of sailing and racing . . . club events well attended . . . in international racing your club showed once again that it has many capable ships and crews . . . a number of fine new vessels were added to the fleet this year and more are being built . . ."

1962 Staff Captain Lyall O. Bell reported—

" . . . although the weather left much to be desired, we have had a successful year . . . all the organized events and cruises were well attended . . . Tugboat Island has proven a wonderful offshore station and was continuously used by many boating members . . . Alexander Island floats and ramps were completed, and special thanks go to Captain Bill Dolmage . . ."

1963 Fleet Captain Dr. J. E. Balmer reported—

" . . . a full and active racing season has just been completed and an enlarged schedule of events carried out in generally damp weather and unsettled winds . . . your club hosted a successful P.I.Y.A. Regatta which was well attended, as well as a number of other regattas, both national and international, for different racing classes . . . (club yachts to the record number of nineteen entered in the Swiftsure Classic, *Winsome III* winning second place overall,



*Nyon* third in BB Class, with *Long Gone* fourth and *Jester* fifth in that class) . . .”

1963 Staff Captain D. M. Hartnell reported—

“ . . . a very successful year was enjoyed in the Predicted Log Racing schedule and outstanding showings were made in the International, Pakenham and Dewees Trophy Races . . . the hosting of the International Power Boat Association added to the enjoyment of the racing schedule and will be brought to conclusion with the Association Annual Meeting to be held here in December . . . our off-shore stations continue to receive increasing use by a large number of members and a permanent caretaker has been retained for Tugboat Island, where additional floats to be constructed by our Coal Harbour employees will be installed next year . . .”

1964 Fleet Captain Dr. J. E. Balmer reported—

“ . . . in generally poor weather our fleet has had an active season and all events enjoyed a good attendance . . . the 104-mile Sister's Island Race, scheduled for the second time this year, had a good entry list . . . the Lightning and Dragon fleets were depleted somewhat this year . . . twelve R.V.Y.C. yachts entered the Swiftsure Classic, *Tricia* placing third in the BB Class and *Sanderling* sixth, with *Fulmar* fourth in the A Class and *Velaris* fifth . . . the North American Intercollegiate Championships and the Canadian Junior Championships were held here for the first time this year . . .”

1964 Staff Captain J. D. Overholt reported—

“ . . . top honours went to Len Sewell on *Dorleen* in the Pacific Coast senior annual predicted log race, the International Cruiser Race, with the fantastically small error of .725 per cent . . . in the Alaska Race—world's longest regularly run predicted log event—trophy went to Les Simmers and wife Babe for a record shattering low error of 2.22 per cent over the rugged 980-mile course, their *Walithy* being the first Canadian boat to win the classic since our own *Limit*, skippered by E. B. Deane, won it in 1908 . . .”



*Special series Dragon Class races, 1959, in honour of visit of BLUEBOTTLE, No. K192, owned by H.R.H. Duke of Edinburgh.*

# *Officers of the Royal Vancouver Yacht Club 1903-1970*

	1903	1904	1905
Commodore	W. E. Graveley	W. E. Graveley	W. E. Graveley
Vice Commodore	W. Hodson	W. Hodson	P. N. Thompson
Captain	C. S. V. Branch	P. N. Thompson	G. G. Bushby
Hon. Secy.-Treasurer	O. L. Spenser	O. L. Spenser	O. L. Spenser

*On receiving the Royal Warrant in 1906 two additional officers were elected, and a third in 1907*

	1906	1907	1908
Commodore	R. H. Alexander	R. H. Alexander	A. G. Thynne
Vice Commodore	A. G. Thynne	A. G. Thynne	R. H. Alexander
Rear Commodore	A. French	P. N. Thompson	A. French
Hon. Secretary	C. O. Julian	C. O. Julian	J. J. Banfield
Hon. Treasurer	J. S. Gall	J. S. Gall	J. S. Gall
Hon. Measurer	G. G. Bushby	G. G. Bushby	W. McDougall
Hon. Hydrographer		W. H. Archer	W. H. Archer

	1909	1910	1911
Commodore	C. B. MacNeill	C. B. MacNeill	H. O. Alexander
Vice Commodore	F. Buscombe	R. H. Alexander	Maj. H. D. Hulme
Rear Commodore	W. J. Thicke	W. J. Thicke	A. Marshall
Hon. Secretary	J. J. Banfield	R. W. Holland	R. W. Holland
Hon. Treasurer	W. G. Breeze	W. G. Breeze	W. G. Breeze
Hon. Measurer	W. McDougall	W. McDougall	W. McDougall
Hon. Hydrographer	W. H. Archer	W. H. Archer	W. H. Archer

	1912	1913	1914
Commodore	B. T. Rogers	B. T. Rogers	B. T. Rogers
Vice Commodore	Maj. H. D. Hulme	A. H. Nicholl	W. G. Breeze
Rear Commodore	W. G. Breeze	W. G. Breeze	R. M. Maitland
Hon. Secretary	W. A. Akhurst	Maj. H. D. Hulme	Col. H. D. Hulme
Hon. Treasurer	J. D. Small	J. D. Small	A. Marshall
Hon. Measurer	W. McDougall	E. B. Schock	A. J. C. Robertson
Hon. Hydrographer	E. B. Schock	R. W. Purves	R. W. Purves

1915		1916		1917	
Commodore	B. T. Rogers	B. T. Rogers		B. T. Rogers	
Vice Commodore	W. G. Breeze	W. A. Bauer		R. W. Holland	
Rear Commodore	R. M. Maitland	R. W. Holland		J. Emerson	
Hon. Secretary	Col. H. W. Hulme	G. C. Van Horne		W. A. Akhurst	
Hon. Treasurer	C. S. Thicke	C. S. Thicke		W. G. Breeze	
Hon. Measurer		A. Marshall		A. Marshall	
Hon. Hydrographer	R. W. Purves	J. A. Leckie			
1918		1919		1920	
Commodore	B. T. Rogers	F. T. Schooley		H. O. Bell-Irving	
Vice Commodore	R. W. Holland	A. Marshall		A. E. White	
Rear Commodore	J. Emerson	A. E. White		R. W. Purves	
Hon. Secretary	W. A. Akhurst	W. A. Akhurst		C. R. Sneyd	
Hon. Treasurer	W. G. Breeze	W. G. Breeze		F. O. Mills	
Hon. Measurer	A. Marshall	W. J. Thicke		J. Winslow	
Hon. Hydrographer					

*In 1921 an additional officer was elected*

1921		1922		1923	
Commodore	H. O. Bell-Irving	G. F. Gyles		G. F. Gyles	
Vice Commodore	G. F. Gyles	R. M. Maitland		R. M. Maitland	
Rear Commodore	Comm. B. L. Johnson, D.S.O.	Comm. B. L. Johnson, D.S.O.		Comm. B. L. Johnson, D.S.O.	
Fleet Captain	F. O. Mills	J. H. Willard		P. Whitehead	
Hon. Secretary	R. M. Maitland	W. J. Butt		A. M. Dollar	
Hon. Treasurer	H. B. Bell-Irving	A. M. Dollar		W. J. Butt	
Hon. Measurer	J. Winslow	E. B. Schock		Comm. A. St. V. Keyes, R.N.	
Hon. Hydrographer	R. W. Purves	R. W. Purves			
1924		1925		1926	
Commodore	R. M. Maitland	A. M. Dollar		A. M. Dollar	
Vice Commodore	A. M. Dollar	Comm. B. L. Johnson, D.S.O.		Comm. B. L. Johnson, D.S.O.	
Rear Commodore	W. J. Butt	W. J. Butt		W. J. Butt	
Fleet Captain	R. W. Purves	P. Whitehead		W. Templeton	
Hon. Secretary	W. G. Breeze	E. A. Woodward		A. L. Bell	
Hon. Treasurer	A. L. Bell	G. F. Gyles		R. F. Marpole	
Hon. Measurer	G. H. Phillips	Comm. A. St. V. Keyes, R.N.		T. Holliday	
Hon. Hydrographer	H. E. Wylie	R. W. Purves		R. W. Purves	
1927		1928		1929	
Commodore	G. F. Gyles	G. F. Gyles		Comm. B. L. Johnson, D.S.O.	
Vice Commodore	A. Marshall	Comm. B. L. Johnson, D.S.O.		P. Whitehead	
Rear Commodore	W. J. Butt	R. W. Ginn		R. W. Ginn	
Fleet Captain	P. Whitehead	P. Whitehead		H. A. Wallace	
Hon. Secretary	R. M. Maitland	H. F. Burton Brooke		H. F. Burton Brooke	
Hon. Treasurer	R. F. Marpole	R. M. Merrick		C. S. Thicke	
Hon. Measurer	L. T. Alden	L. T. Alden		L. T. Alden	
Hon. Hydrographer	R. W. Purves	R. W. Purves		R. W. Purves	

	1930	1931
Commodore	Comm. B. L. Johnson, D.S.O.	Hon. E. W. Hamber
Vice Commodore	E. W. Hamber	Comm. B. L. Johnson, D.S.O.
Rear Commodore	R. W. Ginn	R. W. Ginn
Fleet Captain	H. A. Wallace	H. A. Wallace
Hon. Secretary	R. J. Bushell	R. J. Bushell
Hon. Treasurer	C. S. Thicke	C. S. Thicke
Hon. Measurer	L. T. Alden	L. T. Alden
Hon. Hydrographer	R. W. Purves	D. P. Urry

*In 1932 one additional officer was elected*

	1932	1933	1934
Commodore	Hon. E. W. Hamber	Hon. E. W. Hamber	E. W. Hamber
Vice Commodore	R. W. Ginn	R. W. Ginn	R. W. Ginn
Rear Commodore	H. A. Wallace	G. McClay	G. McClay
Fleet Captain	H. A. Jones	A. Marshall	A. Marshall
Staff Captain	J. L. Northey	J. L. Northey	W. Higbie
Hon. Secretary	P. Whitehead	J. W. MacDougall	J. W. MacDougall
Hon. Treasurer	C. S. Thicke	W. S. Day	W. S. Day
Hon. Measurer	D. P. Urry	D. P. Urry	D. P. Urry
Hon. Hydrographer	R. W. Purves	H. H. Simmonds	W. A. Roedde

	1935	1936	1937
Commodore	E. W. Hamber	Comm. B. L. Johnson, D.S.O.	W. S. Day
Vice Commodore	G. F. Gyles	W. S. Day	K. A. McLennan
Rear Commodore	D. P. Urry	D. P. Urry	D. P. Urry
Fleet Captain	T. M. Ramsay	T. M. Ramsay	H. A. Jones
Staff Captain	J. S. Halse	C. C. Ferrie	C. C. Ferrie
Hon. Secretary	H. F. Burton Brooke	H. F. Burton Brooke	H. F. Burton Brooke
Hon. Treasurer	W. S. Day	F. R. Wilgress	F. R. Wilgress
Hon. Measurer	C. J. Dill	C. J. Dill	C. J. Dill
Hon. Hydrographer	W. A. Roedde	W. A. Roedde	J. A. Longley

	1938	1939	1940
Commodore	W. S. Day	H. A. Jones	G. F. Gyles
Vice Commodore	H. A. Jones	S. A. Smith	S. A. Smith
Rear Commodore	D. P. Urry	C. C. Ferrie	J. A. Longley
Fleet Captain	J. A. Longley	C. H. Gyles	C. J. Dill
Staff Captain	C. C. Ferrie	J. C. McPherson	Dr. J. A. Sampson
Hon. Secretary	J. S. Halse	H. F. Burton Brooke	H. F. Burton Brooke
Hon. Treasurer	F. R. Wilgress	F. R. Wilgress	F. R. Wilgress
Hon. Measurer	W. Cunningham	J. A. Longley	W. S. Miller
Hon. Hydrographer	T. Wright	R. Jackson	A. H. Jefferd



	<b>1941</b>	<b>1942</b>	<b>1943</b>
Commodore	G. F. Gyles	J. A. Longley	J. S. Halse
Vice Commodore	H. F. Burton Brooke	J. S. Halse	G. F. Gyles
Rear Commodore	J. A. Longley	R. W. Ginn	R. W. Ginn
Fleet Captain	W. A. Roedde	W. A. Roedde	W. A. Roedde
Staff Captain	Dr. J. A. Sampson	Dr. J. A. Sampson	Dr. J. A. Sampson
Hon. Secretary	J. S. Halse	H. F. Burton Brooke	F. Insley
Hon. Treasurer	F. R. Wilgress	F. R. Wilgress	F. R. Wilgress
Hon. Measurer	D. P. Urry	A. W. Nyblom	A. W. Nyblom
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd
	<b>1944</b>	<b>1945</b>	<b>1946</b>
Commodore	H. A. Jones	H. A. Jones	H. A. Jones
Vice Commodore	O. H. Bell	O. H. Bell	O. H. Bell
Rear Commodore	H. T. Frederickson	W. A. Roedde	T. H. Wright
Fleet Captain	C. J. Dill	J. C. Horan	J. C. Horan
Staff Captain	F. R. Bartlett	T. W. Ayres	T. W. Ayres
Hon. Secretary	K. G. McCandless	K. G. McCandless	W. G. Breeze
Hon. Treasurer	F. R. Wilgress	F. R. Wilgress	F. R. Wilgress
Hon. Measurer	J. M. Kerr	W. M. Reid	T. B. Edwards
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd
	<b>1947</b>	<b>1948</b>	<b>1949</b>
Commodore	H. A. Jones	T. W. Ayres	T. W. Ayres
Vice Commodore	O. H. Bell	F. R. Wilgress	C. J. Dill
Rear Commodore	T. H. Wright	A. S. Aitken	A. S. Aitken
Fleet Captain	J. A. Longley	W. W. Walsh	J. G. Williamson
Staff Captain	T. W. Ayres	K. F. R. Mair	K. F. R. Mair
Hon. Secretary	W. G. Breeze	W. G. Breeze	W. G. Breeze
Hon. Treasurer	F. R. Wilgress	R. K. Baker	A. W. Nyblom
Hon. Measurer	R. E. Anderson	R. E. Anderson	R. E. Anderson
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd
	<b>1950</b>	<b>1951</b>	<b>1952</b>
Commodore	Capt. B. L. Johnson, C.B.E., D.S.O.	E. A. Towns	W. C. Gibson
Vice Commodore	E. A. Towns	W. C. Gibson	K. G. Glass
Rear Commodore	W. G. Dolmage	E. D. Stone	E. D. Stone
Fleet Captain	J. G. Williamson	J. G. Williamson	W. E. Cunningham
Staff Captain	G. H. Oliver	R. W. R. Day	R. W. R. Day
Hon. Secretary	R. J. Bicknell	R. J. Bicknell	G. A. Cran
Hon. Treasurer	H. J. Bird	H. J. Bird	C. H. Gyles
Hon. Measurer	R. E. Anderson	R. E. Anderson	R. Delaplace
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd

	1953	1954	1955
Commodore	K. G. Glass	K. G. Glass	J. D. Maitland, D.S.C., C. DE G.
Vice Commodore	J. D. Maitland, D.S.C., C. DE G.	J. D. Maitland, D.S.C., C. DE G.	J. M. Kerr
Rear Commodore	J. M. Kerr	J. M. Kerr	G. G. Flemming
Fleet Captain	S. Davies	S. Davies	E. J. Palmer
Staff Captain	R. W. R. Day	G. G. Flemming	Dr. R. E. McKechnie
Hon. Secretary	G. A. Cran	G. A. Cran	G. A. Cran
Hon. Treasurer	C. H. Gyles	C. H. Gyles	C. H. Gyles
Hon. Measurer	R. Delaplace	R. Delaplace	H. J. Burnett
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd
	1956	1957	1958
Commodore	J. M. Kerr	E. J. Palmer	E. J. Palmer
Vice Commodore	E. J. Palmer	G. G. Flemming	G. G. Flemming
Rear Commodore	G. G. Flemming	S. Davies	S. Davies
Fleet Captain	P. V. O. Evans	K. J. McRae	H. J. Burnett
Staff Captain	Dr. R. E. McKechnie	F. S. Clendenning	F. S. Clendenning
Hon. Secretary	G. A. Cran	G. A. Cran	J. S. Halse
Hon. Treasurer	C. H. Gyles	A. H. Pinkham	C. J. Dill
Hon. Measurer	H. J. Burnett	H. J. Burnett	M. J. Lucas
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	A. H. Jefferd
	1959	1960	1961
Commodore	G. G. Flemming	S. Davies	T. H. Wright
Vice Commodore	S. Davies	Dr. R. E. McKechnie	K. J. McRae
Rear Commodore	F. S. Clendenning	F. S. Clendenning	W. G. Dolmage
Fleet Captain	J. P. Leslie	D. Wotherspoon	L. H. Killam
Staff Captain	F. R. Killam	F. R. Killam	R. Gibson
Hon. Secretary	J. S. Halse	J. S. Halse	J. S. Halse
Hon. Treasurer	C. J. Dill	C. J. Dill	G. Fawcett
Hon. Measurer	M. J. Lucas	J. P. Leslie	J. P. Leslie
Hon. Hydrographer	A. H. Jefferd	A. H. Jefferd	E. S. Earle
	1962	1963	1964
Commodore	T. H. Wright	K. J. McRae	F. R. Killam
Vice Commodore	K. J. McRae	F. R. Killam	L. O. Bell
Rear Commodore	F. R. Killam	L. O. Bell	D. M. Hartnell
Fleet Captain	L. H. Killam	Dr. J. E. Balmer	Dr. J. E. Balmer
Staff Captain	L. O. Bell	D. M. Hartnell	J. D. Overholt
Hon. Secretary	R. K. Baker	R. K. Baker	C. E. Morris
Hon. Treasurer	G. Fawcett	R. G. Brodie	R. G. Brodie
Hon. Measurer	J. P. Leslie	L. Brandlmayr	A. J. Forsyth
Hon. Hydrographer	A. F. Roulstone	M. J. Hunt	M. J. Hunt

	1965	1966	1967
Commodore	L. O. Bell	D. M. Hartnell	D. M. Hartnell
Vice Commodore	D. M. Hartnell	T. F. Orr	T. F. Orr
Rear Commodore	T. F. Orr	Philip D. Graham	A. J. B. Forsyth
Fleet Captain	P. D. Graham	A. J. B. Forsyth	John H. Long
Staff Captain	R. C. Runge	D. C. McPherson	Robert Gibson
Hon. Secretary	C. E. Morris	J. D. Overholt	J. D. Overholt
Hon. Treasurer	R. G. Brodie	Robert G. Brodie	P. R. Wilson
Hon. Measurer	A. Meakin	G. M. Palmer	K. Y. Lochhead
Hon. Hydrographer	B. Davis	J. H. Long	Stephen Tupper
	1968	1969	1970
Commodore	T. F. Orr	A. J. B. Forsyth	Robert Gibson
Vice Commodore	A. J. B. Forsyth	Robert Gibson	W. E. Simpson
Rear Commodore	Robert Gibson	W. E. Simpson	R. A. Orr
Fleet Captain	K. Y. Lochhead	A. H. Meakin	W. G. Burgess
Staff Captain	W. E. Simpson	G. A. Healey	S. Bardach
Hon. Secretary	R. D. Ross	E. P. Bowser	E. P. Bowser
Hon. Treasurer	W. D. Kinsey	W. D. Kinsey	A. L. Andrews
Hon. Measurer	Paul T. Cote		R. F. Burgess
Hon. Hydrographer	David S. Miller	D. S. Miller	
Jericho Port Capt.		K. Y. Lochhead	K. Y. Lochhead
Offshore Stations Officer		R. A. Orr	T. F. Orr

### *Honorary Life Members (Continued from page 333)*

	Joined	Elected	Office held
*Oswald Moseley	1903	1966	Charter Member.
J. D. Maitland, D.S.C.	1925	1970	Commodore 1955,
C. de G. with Palm.			Vice Commodore, 1953, 1954.
*Temple H. Wright	1936	1967	Commodore 1961, 1962
			Rear Commodore 1946, 1947
O. H. Bell	1937	1965	Vice Commodore 1944-45-46-47.
W. Clarke Gibson	1941	1969	Commodore 1952, Vice Com. 1951.
Elmer J. Palmer	1949	1965	Commodore 1957, 1958
			Vice Comm. 1956, Fl. Capt. 1955.
E. S. Earle	1952	1967	Hon. Hydrographer 1961.

### *Life Members*

Joined			Joined		
1944	Dr. J. D. Longley .....	1969	1955	Temple M. Wright .....	1968
1953	Lyall O. Bell .....	1968	1961	Owen F. Wright .....	1968
1954	Russell G. Fraser .....	1970			

*Annals*

## OF ROYAL VANCOUVER YACHT CLUB

1966-1970

SINCE PUBLICATION of the original volume of *Annals* covering 1903 to 1965 the club has experienced unprecedented growth in moorage installation, registration of sail and power yachts and general service facilities: membership has reached a total of 1,771—virtually a capacity figure—and the members' equity has been increased from \$320,575 to \$693,969, a very substantial 116%.

In this period no less than \$1,082,482 has been expended in physical improvement and capital asset replacement, a record that few if any established yacht clubs on the North American continent can equal. This sum was provided partially from operating profit, two general assessments, increase in entrance fees and dues and a bank loan authorized to a maximum of \$300,000 of which \$165,000 has been drawn down to date (January 1971) to be repaid over a four year period commencing in 1973.

Many years of planning lie behind these figures—planning and concentrated application not only by recent Commodores, Flag Officers and Committees but by those dedicated members who held office in the early sixties, culminating so far in an outlay of \$374,688 at Coal Harbour station, \$588,284 on the new Jericho Marina, \$82,372 on Jericho Clubhouse, \$29,294 at Tugboat and \$7,844 at Alexander Island stations.

While the actual total membership increased a modest 5½% in the five year period there has been a great upsurge in boating activity, a much greater percentage of members acquiring yachts and participating in sailing, cruising and predicted log events. Also the quality of members' vessels is higher; there are sleeker racing machines, more efficient and commodious cruising yachts and capable power vessels with the most modern, sophisticated navigational equipment: and, too, the sailing fraternity was swelled by the graduating sailors from our very successful Junior Training programme attended by approximately two hundred keen budding skippers annually.

Faced with these developments it was vital for the club Executives to extend and improve our facilities and to implement our long



cherished plans to fully use our Jericho waterlot and Coal Harbour moorage basin. This latter was plagued by, among other things, shallow water and heavy silting, deteriorating floats and obsolete wiring and the Jericho waterlot was absolutely unprotected from Westerly, North and Easterly winds to being unsuitable for permanent all season moorage. As far back as 1935 the late Mr. Jack Cribb designed an offshore rip-rap rock breakwater construction similar to the Fraser River North Arm Jetty, the estimated cost of \$275,000 being considered at that time to be beyond our means as some Jericho Clubhouse bonds were still outstanding. The coming of World War Two was a further setback. Meanwhile in 1962 and 1963 a Development and Building Committee headed at various times by Past Commodore Elmer Palmer, the late Ralph Farris and Colin Campbell spent over eighteen months co-relating conflicting interests and perfecting plans which retiring Commodore Ken McRae recommended for members' study and discussion so that work could proceed if approved early in 1964.

Commodore F. R. (Bill) Killam (1964) then carried the ball and after two Special General Meetings which wholeheartedly supported him, invited local nearby residents to view our plans with the expectation of their approval. This was not forthcoming unfortunately, largely due to the inclusion in the artist's sketch of several rows of power boat shelters, also public misconception of our development plans, stirred up in 1961, when we requested the City to sell back to us the Highbury Street-end. This property we had leased from 1926 to 1948 and had given up to the City for incorporation into Pioneer Park—and since that time been largely unused.

So, as it was apparent that we could only moor sail boats in the projected Jericho Basin, it was obvious that we would either have to apply for enlargement of Coal Harbour moorage or else substantially increase its capacity by extensive dredging. With the advent of Canadian Armed Forces Consolidation it was hoped that we would be able to acquire a lease on ex Deadman's Island—H.M.C.S. Discovery: accordingly Commodore Doan M. Hartnell (1966) headed a delegation to Ottawa but it was unsuccessful, being told that the naval branch of the Services would continue to use the island as a sea-cadet training centre.

Plans for the Jericho Marina were then redrawn, eliminating power boat shelters and confining our breakwater structure to the limits of our water-lot, within which area it was estimated we could moor approximately 275 sail boats leaving Coal Harbour mainly for power boat moorage.

### COAL HARBOUR BASIN MODERNIZED

Early in 1966 under the immediate supervision of energetic Rear Commodore Philip D. Graham and with the invaluable assistance of Wavell Urry, plans for dredging the entire Coal Harbour basin to minus 7 ft. at zero tide were laid and immediately carried out, replacing and

rearranging the main and finger floats, also renewing and installing all electrical wiring in plastic conduits under float decks. D Section was completely replaced with 450 ft. of new main float and 15 finger floats all of styrofoam flotation parts built with chemically treated preservative. Piling was put at outer ends of finger floats eliminating unsightly piling along the main walks and additional styrofoam flotation placed under main walks and shelters now held up with obsolete saturated logs. Also this year saw the end of the unsightly privately owned power boat shelters the last 14 of which were replaced by new member-financed structures.

In Commodore Hartnell's second year (1967), under Rear Commodore Alex Forsyth, modernization plans were further implemented. Two hundred and twenty lineal feet was added to "A" Section and forty feet to "E" Section, four hundred feet of new finger floats were built and styrofoam placed under older sections. Eight club-owned log-supported shelters were renovated with styrofoam flotation and the Mermaid Inn interior and exterior were painted and improvements made to the galley. In addition, as pilferage was becoming an increasing problem, a new gate was installed at the head of the ramp. Our work crew also constructed a 34 ft. by 65 ft. float to house the club-owned Flying Juniors; this was installed alongside our old pier at Jericho. In 1968 under the direction of Rear Commodore Bob Gibson a further 450 ft. of main floats were installed and 700 ft. of floats constructed for installation out at Jericho where breakwater piling was being driven.



*R.V.Y.C. Coal Harbour Station 1970*

In 1969 under the direction of Rear Commodore W. E. (Al.) Simpson an additional 350 ft. of new floats were constructed and installed making provision for berthing 64 new vessels, and 22 new member-financed shelters were erected. In 1970 under the direction of Rear Commodore Bob Orr, five 40 ft., five 50 ft. and six 60 ft. shelters were built and floodlighting of certain dark areas in the basin and a watchman's time-clock system installed. Replacements were made on the Marine Ways and contract let for the construction of a new floating lift. A new master plan has been completed to enable maximum use of the water-lot and discussions are being continued with the Parks Board relative to member parking facilities.

### JERICHO MOORAGE BASIN DEVELOPMENT

Although temporarily set back in 1964 our plans for protected moorage at Jericho were never shelved and in 1967 Commodore Doan Hartnell and Executive commissioned Wavell Urry and the engineering firm of Swan Wooster to design breakwater protection and moorage facilities in the area contained in our Jericho water-lot of 12.49 acres. An overwhelming percentage of sail boat owning members pledged that they would utilize all year moorage at Jericho and at a Special General Meeting plans submitted were approved and authorization given to proceed with the work. In 1968 through the initiative of Commodore T. F. (Bill) Orr and past Commodore Doan Hartnell, approval to proceed was obtained from the National Harbours Board and the Provincial Government authorities and the pile driving work commenced, being completed during the year, 896 ft. north along the westerly and 200 ft. east along the northerly boundary. While this work was proceeding it was realized that it would be necessary to extend the north protection to the full width of the water-lot and authorization was given to continue the piling a further 472 ft., giving maximum protection against the north-westerly swells. Concrete main floats were nestled alongside and we were in operation early in 1969 awaiting dredging of the basin before installation of bisecting and finger floats. In July 1969 we were hosts to the Annual P.I.Y.A. Regatta at which 284 sail boats were registered and the new Jericho protected basin proved very useful as the majority of them rafted up inside whereas at former regatta weeks skippers would not risk anchoring offshore but trekked through the Narrows to tie up in Coal Harbour overnight.

With the increased activity at Jericho, car parking became a No. 1 problem especially over week-ends: by late 1969 and early 1970 approximately 90 sail boats were permanently moored in the unfinished basin. Permanent placing of east-west main floats and finger floats had been delayed until dredging was completed and this was held up pending City Council approval of our placing the fill on the rocky foreshore, otherwise it had to be barged out to sea and dumped. Under Commodore Alex Forsyth we received Parks Board approval to create a sub-



stantial parking area along the base of the bank fronting Pioneer Park all within our actual water-lot which extends to high water line coming right up to the bank thus impeding public thoroughfare. There was no usable public access to the foreshore within five city blocks—from Dunbar Street to Jericho Bathing Beach and following Parks Board policy of pumping sand on the foreshore along Beach Avenue and at Third Beach and Spanish Banks The Board had no objections to our covering marine slime, worm and shell growth on the rocks at this point, especially as we made provision for a public walkway along the foot of the Bank from Alma Road westerly to join up with the Jericho Tennis Club foreshore where the bank disappears. The City Planning Department also gave their approval but before issue of the necessary permit we were required to appear before the Board of Variance because some public objection had been raised. The club won this decision and Development Permit No. 50923 was issued. We then appeared before City Council and obtained their approval, also the approval of the Provincial Minister of Lands whose department owns the entire foreshore of English Bay. Unfortunately a wave of public protest was stirred up by "Open Line" radio commentators and distorted "faked" photographs were published in temporary publications, the regular editions of *The Sun* and *The Province* being struck and were not published for three months at that time. The agitation thus stimulated resulted in one City Council member—Alderman Sweeney—changing his vote at a subsequent City Council meeting and the permit granted us was suspended. However, the club proceeded to complete the dredging and the contractors dumped the material outside the Harbour limits at great additional cost to the club. Installation of finger floats on the northerly half of the basin was proceeded with under Commodore Bob Gibson early in 1970, but at this date, January 1971, the placing of east-west permanent floats with abutting finger floats has not yet been completed.

Despite the frustrating negotiations constantly being carried on with City officials our major parking problem has not yet been solved, although somewhat alleviated by blacktopping portions of our front and side lawns to provide space for 20 additional cars.



*R.V.Y.C. Jericho Moorage Basin 1970*



### JERICHO CLUBHOUSE IMPROVEMENTS

Looking back a few years it was in 1961 when the late Past Commodore Temple H. Wright made strenuous efforts to swing the membership behind his progressive plans to demolish the decaying clubhouse structure built in 1926-7 and replace it with a modern building fully equipped with up-to-date facilities in more spacious areas and meeting rooms that would better serve members' requirements. While fully sympathetic with his plans the Special General Meeting voted to concentrate on developing boating facilities rather than dissipating our resources on non-essential social services. It was decided instead, to replace failing wooden beams with steel, and to modernize the interior as much as possible and to carry on the old building for another ten years at least. This was done spending \$80,000, under the direction of Commodore Ken McRae and Vice Commodore Bill Killam. (See page 206). In 1966-67 Commodore Doan Hartnell's house committee headed by Vice Commodore Bill Orr and including Alex Andrews, the late Ron Runge and others, supervised the reconstruction and redecorating of the Dining Room and certain other areas at a cost of approximately \$30,000. In 1968, under Commodore Bill Orr and Vice Commodore Alex Forsyth new equipment was installed in the galley and the exterior of the building painted. In 1969 the club office was completely renovated, with new ceiling, office furniture and drapes; a new piano was bought for the lounge and in the basement showers were tiled and lockers installed. Meanwhile a new Board Room was constructed downstairs and Junior quarter remodelled and furnished. In 1970 the old Board Room area was converted into a sailors' Lounge and in the hustle and bustle of rearranging the downstairs floor, much to the grief of our old-timers and historically minded members, our complete collection of Past Commodores' framed photographs was removed, discarded and destroyed.

Unquestionably, creditable work has been done in smartening and brightening up the old clubhouse within the limits of the \$80,000 expended in the last five years; of course we are hopelessly crowded on annual Commodore's Reception Days, Annual Meeting and Special General Meeting days but these are not too frequent and anyway a good full house makes for a swinging party. Much of the picturesque nautical atmosphere has been lost, however, with the removal of irreplaceable sailing photographs of our original yachts, especially the historic twin etchings of the Imperial German Navy surrender to the British Grand Fleet in Scapa Flow donated by the late Past Commodore G. F. Gyles, and the striking photo of His Majesty Edward VIII's yacht *Britannia* in full sail on the Solent, donated by the late Captain Sir Joe Hobbs of fond memory.

But all is not lost—within the confines of our Marine room the worthy "five o'clock faithful" have still managed to hang on to the miscellaneous array of half-models hung around the room and recently D. C. (Doug) McPherson resurrected a rare photo of a group of seven or

eight of the old "A" Class yachts racing off the Clubhouse in the early forties, which he kindly donated and which will be protected by the faithful to the last drop (of their blood). Another gracious gesture, deeply appreciated by the older sailing members, was the refurbishing and remounting in a special glass case by H. A. (Hubie) Wallace, of a model of his famous old yacht Minerva, which presently occupies a place of honour in the main Lounge.

The club lost a familiar figure in the person of efficient, ever cheerful Head Steward, Frank Cavaliero who retired in 1970; in 1938, Frank took over from the late impeccable Jayes and for over three decades was the continuous outstanding personal link between the membership and the staff at Jericho. In the ever changing flow of Secretary-Managers, office personnel and indeed club Executives, the presence of Frank in the Bar and Dining Room was a solid contact with past good times; he will be genuinely missed. He was succeeded by George Barrié our present efficient Head Steward. Also, Capt. Denny Ramsbotham Superintendent at Coal Harbour retired owing to ill health and was succeeded by Walter Gwyer in 1967.

Meanwhile, in the past five years the grim reaper has taken heavy toll of well known long time members. In 1966 twenty-two members passed on including Ken Mair, G. W. O'Brien Sr., Mr and Mrs. Bob Henry, Frank Wilgress, Will Vivian, Tommy Pakenham, A. W. Nyblom: in 1967 sixteen members, including O. B. Allan, Capt. A. C. Crawford, Sid. Darnborough, Robin Hackett, Senator Stan McKeen, Fred Townley, Mrs. G. A. Cran and Charter Member Oswald Moseley:

in 1968 seven members, including Charter Member Albert Austin, Past Commodore Wm. S. Day, and our first Fleet Captain Fred O. Mills;

in 1969 thirteen members, including Past Commodore Capt B. L. Johnson C.B.E., D.S.O., Ron Runge, W. P. Weston and Ed Chisholm:

in 1970 seventeen members, including Past Commodore Temple H. Wright, Mackenzie Bowell, K. B. Woodward, Mrs. B. L. Johnson and Mrs. L. W. Warcup.



*R.V.Y.C. Jericho Club House 1970*



## AMERICA'S CUP CHALLENGE

THE most outstanding and exciting news in our club history and in Canadian yachting is the challenge of the America's Cup by the Royal Vancouver Yacht Club. This challenge has been made on behalf of the Canadian Challenge Syndicate headed by our member George O'Brien. The following is a copy of the challenge:



This challenge by the Royal Vancouver Yacht Club is only the third challenge by Canada in the one hundred and nineteen (119) years of reign by the New York Yacht Club. The 1st challenge was by the Royal Canadian Yacht Club in 1876, when the "*Countess of Dufferin*" was badly beaten by the American "*Madeline*". In 1881, the Bay of Quinte Yacht Club sent the 70' Centreboard sloop "*Atlanta*" against the New York Yacht Club "*Mischief*" with the same sad results.

In the spring of 1970 Geo. O'Brien, with the challenge in mind, purchased the *Dame Pattie*, the 1967 Australian Challenger which was defeated by the *Intrepid*. He rechristened her "*Endless Summer*" and she is the only top flight 12 metre in Canada, and will be a valuable trial horse for the new Canadian Challengers.

Since his acquisition of "*Endless Summer*" he has campaigned her actively and with much success, particularly his victory in the 1970 Swiftsure Race. In October of 1970 "*Endless Summer*" was defeated 2 to 1 in a three race match series with *Columbia* for the Californian Cup, at Marina del Ray, California.

Much was learned from this series both in match racing tactics and requirements of sails and equipment for this type of competition. We wish Geo. O'Brien and his syndicate every success in this tremendous challenge.

CHAPTER 34

*Commodores*

ROYAL VANCOUVER YACHT CLUB 1966-1970



DOAN M. HARTNELL  
*Commodore 1966, 1967*



THIRTY-FIRST COMMODORE Doan M. Hartnell joined the club in 1954 and held the offices of Rear Commodore 1964 and Vice Commodore 1965 previously being active in the Power Boat and House committees. A capable administrator, he is also an enthusiastic power boater owning and sailing successively the fine large motor vessels *Xanadu* a 94.5 ft. converted U.S. sub-chaser built in 1917, *Takulli* his flagship in 1966, 1967 and the roomy sleek new *Takulli* launched in 1969. Under Commodore Hartnell's leadership long planned expansion of club facilities was instituted and completed. He headed a delegation to Ottawa attempting to acquire *H.M.C.S. Discovery* for club use (old Deadmans Island), and on learning that those facilities were not available to us either in part or in whole, focused our expansion activities on development work in Coal Harbour moorage, and modernising the Jericho Clubhouse. With substantial reserve funds in hand improvements were authorized and completed totaling \$172,386.00, distributed \$119,218 for dredging, new floats and wiring at Coal Harbour; \$33,490 remodeling and refurbishing dining room at Jericho; \$18,617 for new pavilion at Tugboat Island and \$1,061 for floats at Alexander Island. Meanwhile the club enjoyed a very active season of racing, cruising and power boat predicted log racing. *Mary Bower's* fantastic finish to win the first boat home trophy in the Swiftsure classic was the highlight of the race, in which five club boats were included in the first ten winners. In the tough Norpac Race *Mary Bower* took first and *Velaris* second overall.

Many successful cruises were held by the power boat division, club teams winning both the Century 21 and Pakenham Races. In the Junior division 196 boys and girls took part in the Junior Training Program and the training fleet was increased to 20 Flying Junior sloops.

In his second year as Commodore, Doan directed and supervised a further \$74,463 capital expenditure, distributed \$54,445 at Coal Harbour: \$12,746 at Jericho: \$7,272 at Tugboat and Alexander Islands. Pressure on moorage space at Coal Harbour and warning by Provincial authorities to fully utilize our Jericho waterlot necessitated revision of our plans for that area which had been halted by neighborhood opposition. (See page 208.) Accordingly Mr. Wavell Urry was commissioned to design modified protective moorage for sail boats at Jericho and we were launched on the structural waterfront development which was to take several years to accomplish.

Although rising operating costs had necessitated increased dues and moorage charges in the two years of Doan's Commodoreship these had minimal effect on the total membership which declined only 2% largely in the out-of-town classification leaving the current enrollment at a very substantial 1,670. All divisions of the club enjoyed an active successful season our Juniors being well represented in the numerous Centennial Regattas held in August across Canada.



*M.V. Takulli 1966*

T. F. ORR  
*Commodore 1968*



THIRTY-SECOND COMMODORE T. F. (Bill) Orr joined the club in 1951 and was elected Rear Commodore 1965 and Vice Commodore 1966, 1967. Experienced businessman, he has been an active participant in Civic and Provincial affairs serving as an alderman on Vancouver City Council for three terms, Vice Chairman Provincial Centennial Committee four terms, and Vice Chairman Barkerville Restoration and Fort Steele Restoration Committees. He is also a keen power boat enthusiast having owned and skippered *M.V. Senarieta II* and *M.V. Malecite* his Flagship, fine converted ex Naval and R.C.A.F. vessels. He gave active direction and supervision to the clubs' continuing modernization and expansion program on which \$334,055 was expended this year—Coal Harbour \$78,176; Jericho Marine Basin \$234,087; Jericho Clubhouse \$14,293 and Tugboat-Alexander Island stations \$7,519. The immediate result of these improvements was a reversal of the slight downward trend in the membership which by the end of the year reached a total of 1,687.

Highlight of sailing activities this year was the inauguration of the Victoria-Maui International Race jointly sponsored by our club and the Royal Lahina Yacht Club (see page ) in which our Past Commodore F. R. (Bill) Killam in *Porpoise III* made a clean sweep winning 1st to finish, 1st overall and 1st in Division I. R.V.Y.C. member Paul Cote in *Jeunesse* came 1st in Division III, the Tacoma Yacht Club's *Moonglow III* being winner in Division II.



All races were keenly contested the major trophies being won by the following:—in the “A” class the Beaver cup was won by Bob Ross in *Penelakut*, the Minerva cup by John Long in *Mary Bower*, the W. O. Bell trophy by Ken McRae in *Crusader*, the Navigator’s trophy by Bill Killam in *Porpoise III* and the Mary Bower trophy by Lol Killam in *Velaris*. In the “B” class John Brandlmyr in *Coho* won the Buscome, the Empire, the White Rocks and the Henry Memorial trophies, the Keyes trophy went to Ken Lochhead in *Ariel V*, and the Schooners & Yawls under 30 ft. to Ian Hamilton in *Cloudrace*. In the power boat section the Tom Ayres (and Bob McKechnie trophies) were won by Les & Babe Simmers in *Vandal*, and the Skipper of the Year trophy, the Dewees, Sam Cromie and Ken Mair Memorial trophies went to Len Sewell in *Dorleen*. The Pakenham trophy was won by the R.V.Y.C. team but the Century 21 Cup went to the U.S. team.



*M.V. Malecite 1968*



A. J. B. FORSYTH  
*Commodore 1969*



THIRTY-THIRD COMMODORE A. J. B. (Alex) Forsyth joined the club as a junior in 1938 and was one of that outstanding group of our young pre war sailors who participated in the Active Forces—Alex was a pilot with the Royal Canadian Air Force, one of the fifty-four R.V.Y.C. members in that Service. As one of the juniors assigned to learning the “ropes” on the racing yachts he crewed under H. T. “Freddie” Frederickson in the 30 ft. Alden designed sloop *Gamine* and participated in junior racing events in his miniature star. In 1963 he launched the L36 sloop *Serapis* which was later to be his Flagship. This fine yacht designed by W. Lapworth was built by Taylor Shipyards with finishing work by Pieter Rook. His active work in club affairs started with his election to the post of Honorary Measurer in 1964. In 1965 he was elected to the Executive Committee and was appointed Seabreeze editor. He was elected Fleet Captain in 1966, Rear Commodore in 1967 and Vice Commodore in 1968. In addition to being Commodore in 1969 he was appointed Commodore of Pacific International Yachting Association as it was R.V.Y.C.’s turn to host the International Regatta that year. He was the club’s liaison officer on C.N.A.V. *Laymore* the escort vessel on the Victoria-Maui Race in 1968. While Commodore he was a crew member on the R.V.Y.C. team that participated in the first Canadian entry U.S. Congressional Cup races at Long Beach, California and also that year he was a crew member on Dick Sandwell’s *Gabrielle III* when she sailed in the United Kingdom events, the Dinard Race, Cowes week and the Fastnet Race.

Aggressively continuing the expansion programme which had been finally launched by the previous three Executives of which he had been an outstanding member, Commodore Forsyth directed and completed the expenditure of construction totalling \$264,045, distributed Coal Harbour \$93,161; Jericho pier extension \$161,806; Jericho Clubhouse \$7,553; Tugboat Island \$1,525. Member interest in these activities and the necessity for member approval of the required financing called for no less than three General Meetings during the year—an unprecedented number in any one year of the club's 66 year history. Commodore Alex carried these off successfully with minor amendments, receiving overwhelming authority to increase dues, borrow up to \$125,000 and make certain necessary changes in the Bylaws. Meanwhile sailing and power boat activities carried on in full force. The P.I.Y.A. Regatta held here that year had a registration of 284 boats, by far the largest attendance ever recorded. This year also saw the inauguration of the new Olympic Soling Class boats, eight fine new vessels of this type having been brought into the club. The power boat fleet were also very active, our R.V.Y.C. teams winning the Pakenham Trophy Race; and the Canadian team in which our members participated recovered the Century 21 Trophy for Canada. Membership also continued to increase, the total at the end of the year being 1,715. This year the elective office of Measurer was dropped and two new elective offices established, Jericho Port Captain and Offshore Stations Officer.



*Sloop Serapis 1969*



ROBERT GIBSON  
*Commodore 1970, 1971*

THIRTY-FOURTH COMMODORE Robert Gibson originally joined the club as a junior in 1933 sailing Snipes till 1936 rejoining as an active senior member in 1950. He is an avid power boater having owned and skippered the following vessels: 1950 *Arrow II*, 1952 *Argee I*, 1954 *Argee II*, 1957 *Gibson Gal* and 1965 on *Gibson Gal*—51 ft. twin screw Diesel his Flag-ship 1970 and 1971. Bob is an extremely active and energetic Commodore, his drive and ability to get things done being reminiscent, within living memory, of the late Commodores Harold A. Jones and Temple H. Wright. Active on the Rear Commodore's Committee in 1957 Bob at the Annual General Meeting that year battled out and initiated the member financed shelter programme which has been so successful, finally enabling the club to get rid of the two or three dozen dilapidated old shelters—eyesores at Coal Harbour for years. Elected to office of Staff Captain in 1961 and 1967 he became Rear Commodore in 1968 and Vice Commodore in 1969 but before holding those Flag Offices he had been a force in the power boat and Coal Harbour Committees since 1958. An outstanding effort in 1960 was obtaining Executive approval for an option on the purchase of Tugboat Island which was acquired for \$27,000—now one of our finest assets. His enthusiasm and logic at Special General Meetings held in 1969 helped to carry the day for the completion of the Jericho Marina on which a total of \$588,284 has now been expended, the last \$192,391 being in his year: other capital expenditures being Jericho Clubhouse \$14,310; Coal Harbour \$48,497 and the offshore stations \$1,145.



## CHAPTER 35

### *R. V. Y. C. Offshore Stations*

#### TUGBOAT ISLAND

#### ALEXANDRA ISLAND

WHILE OUR ACQUISITION of Tugboat Island in 1960 and Alexandra Island in 1965 is recorded in Chapter 23 pages 213-4 of the original Annals few details are given, therefore the following history of the transformation into their present high usefulness and exceptional asset value prepared by Commodore Gibson, Rear Commodore Bob Orr and "reeve" Neil Thomson, is worthy of note—their untiring efforts sparking work parties etc. have been a major factor in this happy development.

#### TUGBOAT ISLAND

Tugboat Island was purchased in 1960, under Commodore Stan Davies; since then, many significant changes have taken place.

The first work parties commenced in November, 1960, progressing over the next decade with volunteer help, and starting from the water up.

The first float was installed in 1963; the second float was taken over in sections in 1965, on a barge, and assembled on the site. Telephone, power and dock lighting were completed on the Island in the fall of 1965.

The third section was completed in 1966, in Vancouver, and towed to Tugboat by the *Malecite*, and Captain Bill Orr. Number 4 and 5 sections were also built in Vancouver, at the club, in 1967 and towed to Tugboat by the *Gibson Gal* and *Owaissa* under Bob Gibson and Bob Orr. This gave us a total of 1,248 lineal feet of moorage, all installed by volunteer, progressive work parties. A new ramp float and dock were rebuilt in 1968.

The first permanent caretaker of the Island was Mr. Nash, followed by Mr. Al Galbraith and presently Mr. Will Tritchell, who has been primarily responsible for our wonderful trail and fire-fighting programme.

On a \$10,000 budget, we progressed to the inception of the present pavilion, complete with fireplace, electric stove and refrigerator and



water system, with the official opening ceremonies, under Commodore Doan Hartnell on July 1, 1966.

In February, 1968, again with volunteer labor, a 2,500 gallon water tower was erected on high ground, in lieu of drilling a well for fresh water.

In the same year, a well was drilled but unfortunately, salt water was struck and had to be abandoned. The well having failed, a cistern was constructed under the pavilion and a pumping system installed to pump the water to the water tower, where it flows back to the pavilion by gravity.

The first Commodore's Cruise was inaugurated in 1961 and this is now an annual affair.

The farsighted wisdom in purchasing Tugboat Island is borne out in that 500 to 600 vessels and upwards of 2,500 members and friends visit this delightful rendezvous every year, with its forest trails, secluded beaches and abundance of shellfish.

Tugboat Island Station comes under the jurisdiction of the Offshore Station Officer, who appoints a mayor; the mayor at present is Mr. John Erickson, of the *Noresnne*. The first mayor of Tugboat was Bob Day in 1960-63; Bill Orr in 1963, and Bob Orr from 1964 to 1969.

In conclusion, it should be stated that one of Tugboat's greatest assets has been the fellowship created by its many volunteer work projects, stag cruises, family cruises, frost-bite regattas, and the annual sailing races to and from the Island. It has an international reputation as a termination point for both the P.I.Y.A. and the I.P.B.A. Regattas.



*R.V.Y.C.'s Tugboat Island, Silva Bay, B.C.*

## ALEXANDRA ISLAND

Upon acquiring the Island in 1965 from Past Commodore Captain B. L. Johnson, the Island has operated under a Reeve appointed by the off-shore Stations Officer.

Our first Reeve was Douglas C. McPherson followed by Neil C. Thomson since that date, with the exception of 1969 when John Belyea was Reeve.

Much work has been performed at the Island through volunteer member work parties who in 1966 constructed a large outdoor barbecue together with a registration hut and washrooms. Since that time our famous and controversial horseshoe pitch has been installed together with a large picnic and happy hour veranda as well as trails for the nature lovers. Moorage facilities presently comprise two large floats giving a total moorage of approximately 900 feet. A new section is replacing a part of the original moorage during the Spring of 1971 which will add an additional 275 feet of space.

In 1970 an abundance of fresh water was piped to the island from a fresh water spring on Gambier Island and this again was done through volunteer labour.

The close proximity of this Island to Vancouver makes Alexandra a popular rendezvous for our members to the extent that an average of 500 vessels with 1800 members visit this delightful spot each year.



*R.V.Y.C.'s Alexandra Island, Howe Sound, B.C.*