

INTRODUCTION TO SECTION 2 – HISTORY, PART 2 (1971 – 1985)

This part picks up our story in the year 1971 and carries thru to 1985. In those fifteen years, the Club had grown from what had been considered a near-capacity 1800 members to nearer 3000. The number of offshore stations had increased from two to five. The Jericho Clubhouse had undergone a major renovation and upgrade. Sailing and power boat activities had increased. The Vic-Maui Race had become firmly established. The Commodore's Cup Regatta was established in 1985 and we appeared likely to be sending our sailors to the Olympics for the first time in over twenty years. The Club was becoming a significant force within the regional and world yachting fraternity.

In 2003, to commemorate our first one hundred years, we published a book written by James Delgado. The book is titled *Racers and Rovers*; it is more of a coffee table book than the annals and it contains many fine photographs and interesting anecdotes but little in the way of lists such as those found in the annals.

As with the previous section, information here is consistently presented because it is all drawn from the second volume of the annals.

Again, the file is "bookmarked" and "searchable". You should find an icon near the upper left corner that resembles a piece of blue ribbon. Clicking on this will display the list of bookmarks and clicking on any of the bookmarks will take you to the relevant page in the file. To search the document, type in an appropriate word in the box near the middle of the top line of the display and then click on the magnifying glass icon. If the word exists in the file, you will be taken to the first instance of it. Using the down arrow, you can move to subsequent instances. Occasionally, information has been inserted on document pages to show the location of pages referred to in the text of the annals. When this is done, reference is made to the PDF page, not the page as numbered in the books. The PDF page is shown as 64/164, for example, in a window on the top line of the display. You can overwrite the leftmost number with another and then jump to that page.

CHAPTER 1

Annals of the Royal Vancouver Yacht Club

1971 - 1985

ANNALS of the Royal Vancouver Yacht Club 1971-1985

The year 1986 is the City of Vancouver's Centenary and the Royal Vancouver Yacht Club's Octogesimum. We are now eighty years "Royal". In 1906 the Club was granted the "Royal Warrant". In 1976 His Royal Highness The Duke of Edinburgh K.G. K.T. assented to be the Club's "Royal Patron" and in 1983 visited the Club to re-dedicate The Duke of Edinburgh Cup for the Canadian National Dragon Championship.

The first 70 years "experienced unprecedented growth", the last 15 years, 1971-1985, have been a period of phenomenal increase in membership, fleet, moorage facilities and the acquisition of offshore stations.

The membership increased by 60% to an approximate total of 3000. The fleet now floats approximately 1000 boats (40% power, 60% sail). The members equity has leaped from \$693,969 to \$4,484,014. The Club's debt (over \$1.5 million in 1979) was retired in 1984, several years ahead of the estimated time.

Capital expenditures during this 15 year period have been well over \$5 million. This overall figure has been expended on renovations of the clubhouse, marinas and offshore stations and on the acquisition of three new offshore stations (Secret Cove, Scott Point, Wigwam Inn). This progress has been the result of several years of planning, unknown hours of work, long meetings and Special General Meetings by Commodores, Flag Officers, Special Committees and many dedicated members of the Club. To-day, we enjoy and appreciate the results of their efforts.

Jericho Marina has grown from 190 berths (1971) to 322 berths (1985). Expansion, construction, maintenance and repairs have been constant over the last 15 years. To-day, our water lot of 12.49 acres is completely utilized and the docks and moorage facilities are in excellent condition.

There have been extensive overall changes in the Coal Harbour Marina. There are now 330 berths. The old marine ways are now gone, replaced by two lifters, the first in 1971, the second in 1974. The old causeway and buildings were demolished. A new causeway has been built, the Mermaid Inn is a new building at water-level, new shelters have been constructed and new docks have been added.

1971-1985 was a trial period for over 50 new events encompassing social activities, sail and power boating.

Some of the more popular social events have become established and are usually preceded by waiting lists. Robbie Burns Night is an example and it inaugurates the year's social activities in the Clubhouse. Following through the year are the Valentine's Dinner, Oriental Night, Big Band Night, April Fashion Show, Candelight Dinners, Seafood Extravaganza, Oktoberfest and the Commodore's Ball.

Two special events were instituted in this period, the first being the Seattle Yacht Club Visitation and the second a Commemoration Dinner for those being members for over 60 years.

Sail racing is now a year around series of contests for both one-design and cruising classes. The Vancouver Area Racing Council (V.A.R.C.) was formed. The "A", "B" and "C" classes were re-classified under International Offshore Racing divisions (I.O.R.) and under Performance Handicapped Racing Fleet classes (P.H.R.F.).

Dog Days, the Pacific Challenge Series, the Texada-Lasqueti International Yacht Race, the Pacific Northwest Women's Invitational Can-Am Regatta and Windsurfing were all new innovations in the last 15 years. In 1983, R.V.Y.C. hosted the prestigious World Dragon Class Sailing Championships.

Predicted log racing has expanded and now begins in February with the Hot Toddy Contest for the new (1985) Fraser Power Squadron Trophy. There is a series of contests throughout the year, finishing in October with the Fall Contest for the Pilot's Trophy. The International Cruiser Race and the Biennial Alaska "1000" Race continue to be very popular.

The first "Blue Peter Regatta", a combined sail and power contest, was held in 1976.

Three new cruises (Dog Days, Hazy Daze and Labour Day) are now annual affairs. The Iceberg Cruise in January is promising to become an annual event and the Cruise to the Seattle Yacht Club's Opening Day Ceremonies has already reached the "Annual Cruise" status. The Club now has 10 Annual Cruises.

Special occasions which occurred during the period from 1971 to 1985 were varied and noteworthy.

In 1971, Dog Days, the sailor's holiday cruise, usually the last week of July, was born. The next year marked a most important event when Dave Miller, Paul Cote Jr. and John Ekels brought home to Canada for the first time in forty years the Olympic Bronze Medal for soling racing. A great honour for the R.V.Y.C. sailors. Past Commodore Alex Forsyth, in 1973 was named the first Canadian to be a judge for America's Cup Eliminations, another honour to reflect upon the Club.

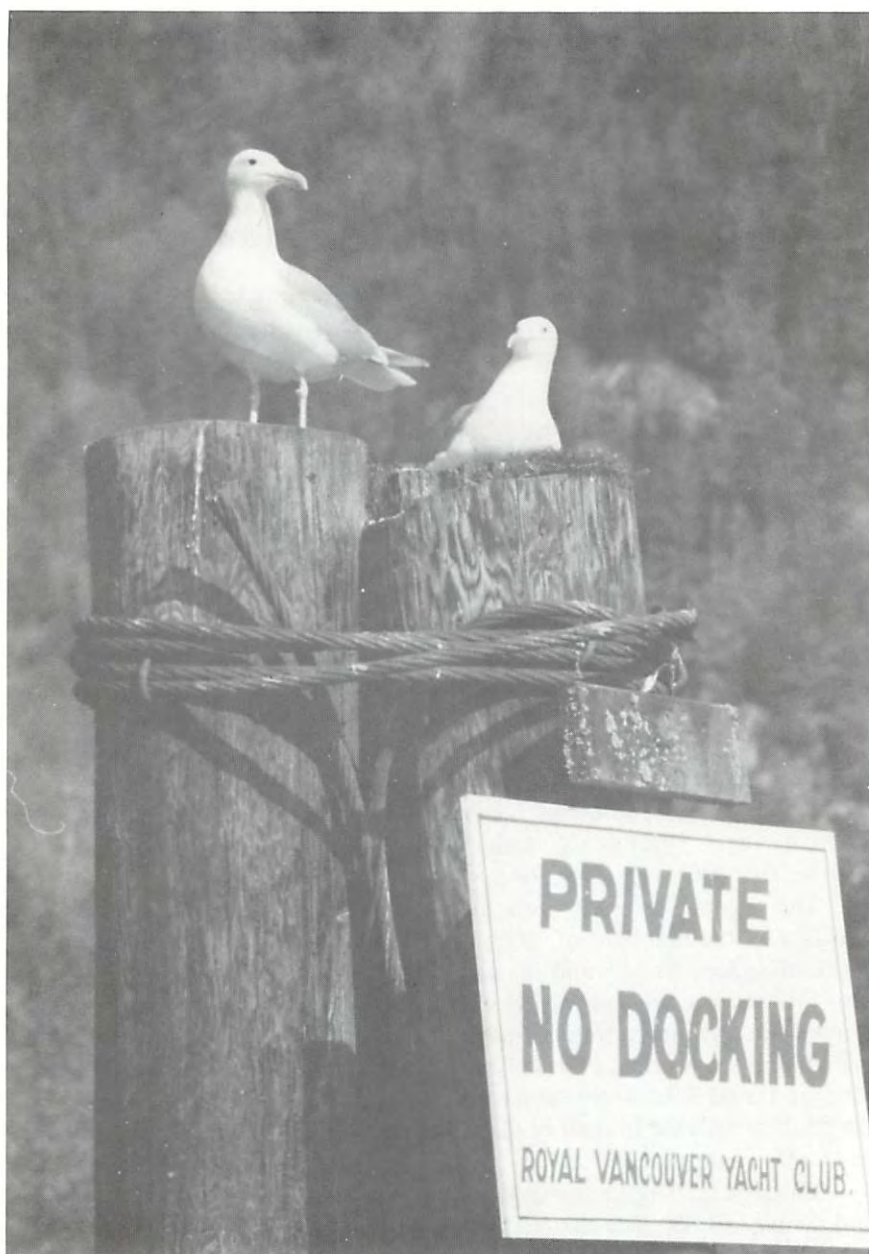
Hazy Daze began in 1975, the power boater's summer cruise, held at the same time as Dog Days. The following year established the Junior Cruise to Tugboat Island, and the Junior Cruising Championships. The Seattle Yacht Club, in 1977, introduced the Wilson Trophy for Seamanship. Royal Vancouver Yacht Club has brought home this coveted award each year since then with exception of 1981. Scott Point, our fourth outstation, was acquired in 1977 and officially opened in July of that year by Commodore Ted Loftus. Another special event was the honour of having Prince Andrew visit the Club and His Royal Highness was a guest on Past Commodore Lyall Bell's yacht.

The position of Honorary Photographer, a Commodore's Appointment, was made in 1978. Milt Goodman has held this appointment since that time with the exception of 1985. Milt has devoted endless hours to record hundreds of events for the Club. A Publicity Committee was formed in 1978 to inform the members of all varieties of events in and out of the Club. Special communications proved to show a marked increase in events both social and cruising, and also a significant increase in numbers of members participating in these events. Joyce MacCrostie was named Chairman of this Committee and became a Commodore's Appointment in this capacity.

The re-commissioning of the Jericho Clubhouse by Commodore Robert Brodie was the highlight of 1979, the culmination of over two years work by Commodore Brodie and his Committee. A very special year.

1980 was a year of varied special activities. Past Commodore Alex Forsyth was honoured to be named a judge for the United States Yacht Racing Union. The Mermaid Inn at Coal Harbour was officially opened by Commodore David R.L. Rolfe, and windsurfing received the official blessing of the Club as another branch of sailing. The Women's Committee was formed in this same year.

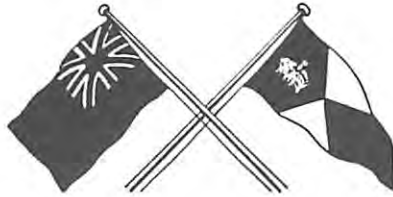
The first Iceberg Cruise to Wigwam Inn, Indian Arm, drew many boats and people in 1982. The next year, Bob Burgess brought honours to the Club winning the Dragon Class Sailing Championship of the world, and bringing the Royal Hellenic Trophy to R.V.Y.C. The two special highlights of 1985 were establishing the Commodore's Cup for Junior Race Week, and the purchase of Wigwam Inn, the Club's fifth outstation, officially opened by Commodore Patrick Oswald in June, 1985 with over 600 in attendance.



You salute — I'm tired

CHAPTER 2

Officers and Commodores



OFFICERS AND FLAG OFFICERS FOR 1986



Commodore



Vice-Commodore



*Rear Commodore
Coal Harbour*



*Rear Commodore
House*



*Rear Commodore
Jericho*



Fleet Captain



Staff Captain



*Offshore Stations
Captain*



Past Commodore

Officers of the Royal Vancouver Yacht Club 1971-1985

	1971	1972	1973
Commodore:	Robert Gibson	W. E. (Al) Simpson	A. L. Andrews
Vice-Commodore:	W. E. (Al) Simpson	P. R. Sandwell	D. J. Manning
Rear Commodore:	R. A. Orr	D. J. Manning	J. H. Long
Fleet Captain:	J. H. Glass	R. G. Brodie	J. W. Dunfield
Staff Captain:	M. Donald Easton	J. B. Erickson	J. F. Gibbs
Hon. Secretary:	E. P. Bowser	E. E. Jefferys	P. A. Thomson
Hon. Treasurer:	A. L. Andrews	A. L. Andrews	O. F. Wright
Jericho Port Captain:	K. Y. Lochhead	G. V. Forster	G. V. Forster
Offshore Stations			
Officer:	S. M. Bardach	N. C. Thomson	N. C. Thomson

Honorary Juniors' Advisor appointed

	1974	1975	1976
Commodore:	A. L. Andrews	D. J. Manning	J. H. Long
Vice-Commodore:	D. J. Manning	J. H. Long	E. R. Loftus
Rear Commodore:	J. H. Long	E. R. Loftus	C. H. Naphtali
Fleet Captain:	J. W. Dunfield	J. W. Dunfield	E. A. Liebert
Staff Captain:	E. R. Loftus	C. H. Naphtali	R. D. Jordan
Past Commodore:		A. L. Andrews	D. J. Manning
Hon. Secretary:	P. A. Thomson	D. R. L. Rolfe	D. R. L. Rolfe
Hon. Treasurer:	O. F. Wright	O. F. Wright	O. F. Wright
Hon. Junior's Advisor:	C. Jukes	A. Sturgess	A. Sturgess
Jericho Port Captain:	J. H. Glass	J. H. Glass	J. Jarman
Offshore Stations			
Officer:	N. C. Thomson	I. Bailey	A. H. Meakin

	1977	1978	1979
Commodore:	E. R. Loftus	R. G. Brodie	R. G. Brodie
Vice-Commodore:	R. G. Brodie	D. R. L. Rolfe	D. R. L. Rolfe
Rear Commodore:	R. D. Jordan	J. Jarman	W. T. Kidner
Fleet Captain:	R. J. Manson	A. L. Foley	D. McLean
Staff Captain:	D. R. L. Rolfe	W. T. Kidner	W. Hughes
Past Commodore:	J. H. Long	E. R. Loftus	E. R. Loftus
Hon. Secretary:	C. E. Jukes	O. F. Wright	A. J. P. Oswald
Hon. Treasurer:	J. Heaney	J. Heaney	J. Heaney
Hon. Junior's Advisor:	A. Sturgess	A. T. Sturgess	G. Sutherland
Jericho Port Captain:	J. Jarman	F. S. Brodie	J. Gourley
Offshore Stations			
Officer:	A. H. Meakin	A. H. Meakin	A. H. Meakin

In 1981: The appointment of "Jericho Port Captain" was discontinued.

The position of "Rear Commodore" was changed to
 Rear Commodore Coal Harbour
 Rear Commodore House
 Rear Commodore Jericho

The appointment of "Honorary Solicitor" was created.

	1980	1981	1982
Commodore:	D. R. L. Rolfe	W. T. Kidner	W. C. Hughes
Vice-Commodore:	W. T. Kidner	W. C. Hughes	J. C. Heaney
Rear Commodore:	W. C. Hughes		
Rear Commodore			
Coal Harbour:		J. C. Heaney	J. V. Brown
House:		J. T. Downie	Dr. J. E. Balmer
Jericho:		E. E. Jefferys	B. J. Smythe
Fleet Captain:	P. Jefferson	D. Delmotte	T. Maledy
Staff Captain:	A. J. P. Oswald	M. Goodman	A. J. P. Oswald
Offshore Stations			
Officer:	G. R. Coleman	G. R. Coleman	G. R. Coleman
Past Commodore:	R. G. Brodie	D. R. L. Rolfe	W. T. Kidner
Hon. Secretary:	B. J. Smythe	B. J. Smythe	D. Jones
Hon. Treasurer:	E. A. Liebert	E. A. Liebert	E. A. Liebert
Hon. Junior's Advisor:	Dr. J. E. Balmer	Dr. B. Robinson	G. Mitchell
Jericho Port Captain:	J. Gourley		
Honorary Solicitor:		T. Maledy	P. Daniels

In 1983 the position of "Offshore Stations Officer" was raised to "Flag" level as "Offshore Stations Captain".

	1983	1984	1985
Commodore:	J. C. Heaney	D. D. Jones	A. J. P. Oswald
Vice-Commodore:	D. D. Jones	A. J. P. Oswald	R. L. Cliff
Rear Commodore			
Coal Harbour:	M. Goodman	M. Goodman	A. Wood
House:	A. J. P. Oswald	A. Wood	Dr. R. Morton
Jericho:	B. J. Smythe	J. Wood	J. Wood
Fleet Captain:	J. Williams	R. Clasby	R. Clasby
Staff Captain:	A. Wood	R. Butterfield	R. Butterfield
Offshore Stations			
Captain:	Dr. R. Morton	Dr. R. Morton	A. Tranfield
Past Commodore:	W. C. Hughes	J. C. Heaney	D. D. Jones
Hon. Secretary:	J. Macfarlane	J. Macfarlane	D. Selman
Hon. Treasurer:	R. L. Cliff	R. L. Cliff	J. Macfarlane
Hon. Junior's Advisor:	P. Hyslop	D. Chapman	D. Brynelsen
Honorary Solicitor:	P. Daniels	D. Easton	D. Easton



*Commodores of the
Royal Vancouver
Yacht Club
1971 - 1985*

ROBERT GIBSON
Commodore 1970, 1971



Bob Gibson, our thirty-fourth Commodore, began his second term by forging ahead with float construction and the official opening of the Jericho Marina on November 14, 1970. A fleet of power boats departed Coal Harbour Marina, led by the Flagship Gibson Gal, and entered the new marina where the ribbon cutting ceremony took place at the head of the dock. This was a momentous occasion, and culminated many years of effort by preceding Commodores and Committees.

On March 18, 1971 our new tender 'Tugger' arrived, and was promptly put into service towing our new finger floats, as they were completed by our Coal Harbour construction crew, out to Jericho. During May, 50 new finger floats were delivered to accomodate 100 more vessels, bringing our moorage up to 150 vessels.

On May 11, 1971, The Owaissa, under Rear Commodore Bob Orr, towed our new 'lifter', assisted by 'Tugger' from Vancouver Shipyards, near Second Narrows Bridge to its present location in Coal Harbour. The 'Gibson Gal' was the first vessel to be drydocked.

A new 270 foot float was added to Alexandra Island, bringing the total moorage to 940 lineal feet, using both sides.

On May 3, 1971, we were honoured by a visit from Her Majesty Queen Elizabeth on board Britannia. The Gibson Gal led the fleet out of Vancouver

Harbour, running alongside to almost Point Atkinson, and the Britannia on behalf of Her Majesty, transmitted a "thank you" message which was acknowledged.

August 7, 1971 saw the inauguration of our first Dog Days Cruise.

During September, the Second Edition of the "Annals of the Royal Vancouver Yacht Club" came off the press at a price of \$10.75. All new members were automatically sent a copy and billed for same.

On October 22, 23 and 24, the First Annual Pacific Challenge Series took place between Royal Vancouver Yacht Club and Royal Canadian Yacht Club, with the victors being Don Martin and his crew Ron Maitland, Morgan Sturdy, Adrian Thomson, Gerry Palmer and Alex Foley.

There was no doubt that Commodore Bob's two years were productive, active, and even sometimes controversial, but always forward progress was achieved.

For his outstanding contribution to his Club, he was elected an Honorary Life member in November, 1978.

Alex L. Andrews.



Gibson Gal

W. E. (AL) SIMPSON
Commodore 1972



W. E. (Al) Simpson joined the Royal Vancouver Yacht Club in 1950. He became our thirty-fifth Commodore following his election in 1972. His flagship was the motor vessel "Hermosillo".

During Al's tenure as Commodore further development of the Jericho breakwater was completed and also a strengthening of the Easterly end, which was blown out during the worst Easter storm for many years.

Al's year was one of bringing our club house up to date, both inside and out, from re-roofing to new furnace, to renovating our basement with our first sailor's lounge. Also during his year as Commodore, the Marine Lounge and Model Room were redecorated and re-furbished. A large construction programme was initiated in Coal Harbour which resulted in the addition of eleven 40', ten 50', seven 60' and three 70' shelters. This was the beginning of the extension of the Coal Harbour shelter programme.

Al's tenure as Commodore was a very proud year for the Royal Vancouver Yacht Club as this was the year that our Soling Class Olympic Sailors, Dave Miller, John Ekels and Paul Cote Jr. brought home a Bronze Medal for Canada.

Al served the Club in 1966 as a member of the Power Boat Committee. 1977 he was on the Staff Captain's Committee and was editor of the "Sea Breeze". He was Staff Captain in 1968 and also represented our Club on

the B.C. Council of Yacht Clubs. 1969 kept Al busy as Rear Commodore and 1970 and 1971 saw him even busier as Vice-Commodore.

Alex L. Andrews



Hermosillo

ALEX L. ANDREWS
Commodore 1973



Alex L. Andrews, our thirty-sixth Commodore, joined the Royal Vancouver Yacht Club in 1965. He served as Honorary Treasurer and Chairman of the Finance Committee in 1970 through 1972 and was a member of the Membership Committee for the years 1972-1975. Due to the resignation of the Honorary Secretary, Alex also filled this position for the remainder of 1971. In 1972, following the resignation of the Vice-Commodore, Alex became Acting Vice-Commodore in addition to his current position of Honorary Treasurer. Alex was elected Commodore for 1973 and re-elected for 1974.

The 1970's were a period of great growth in the Royal Vancouver Yacht Club. Alex played a major role in the development of this growth.

His shrewd ability to look at both sides of the dollar added a great dimension to the success of that development. The Club's achievement of developing a marina for approximately 350 boats in a difficult location, and paying it off in a short period of time is due in no small part to Alex's hard work and fiscal ability.

The Clubs' greater concern in Alex's period as Commodore was the Coal Harbour station. During the three years of planning and building the Jericho Station, the efforts of all those involved both physically and financially, were expended in that direction. Consequently, all other Club facilities suffered during this period and the Coal Harbour Station in particular was showing the neglect. The Executive initiated major programs of dredging, repairs and

float and shelter construction. A large part of the sailing fleet moved from Coal Harbour to Jericho on its completions and this relieved the pressure for moorage at Coal Harbour. The more orderly configuratin of floats and shelters that are there presently were carried out during this period.

The Royal Vancouver Yacht Club up until 1974 had enjoyed very favorable lease fees on its Coal Harbour areas. However the National Harbours Board, of that time, attempted to raise ours and others lease fees to prohibitively high levels. Alex, as Commodore, was able to negotiate those rates to levels that a recreational type of facility could afford, and was successful in his efforts to secure a further 29 year lease.

Alex was elected Honorary Life Member in 1979.

David J. Manning



Alandra

DAVID J. MANNING
Commodore 1975



David J. Manning, our thirty-seventh Commodore, was elected to membership in 1967. He first became active in the Club's boating activities as a member of the Staff Captain's Committee in 1969. David then served on the Rear Commodore's Committee for the years 1970, 1971, 1972 and was the Gulf of Georgia Predicted Log Race Representative for 1970. He was elected to the Executive Committee for 1971, Rear Commodore for 1972, and also was the International Power Boat Association's representative during the same year. He was elected Vice-Commodore for 1973 and again in 1974 and consequently served on the House Committee and Membership Committee for those two years. David was elected Commodore for the year 1975.

During his "Flag Officer" years, Dave was involved in several contentious projects, the results of those are in and around the Club today. The purchase of Ballet Bay was rejected by the membership at a Special General Meeting March 12, 1975. This, perhaps, helped to pave the way for the subsequent purchase of Scott Point.

Another contentious subject was the state of dis-repair and lack of facilities involving our Clubhouse, Jericho Marina and Coal Harbour. The Clubhouse had to be brought up to current standards of health and safety, the Marina needed repairs and enlarging and Coal Harbour needed many

changes. Some of these changes commenced during David's tenure as Commodore but it was several years before they could be completed.

David has always been a keen predicted log racer being very active in the International Power Boat Association (now the Gulf of Georgia Power Boat Navigators' Association). He has competed in many of these races and has twelve trophies to his credit.

David had the sad task of saying good bye to our Chaplain of many years, the Reverend Cannon Stanley Smith, who was retiring, as well as the pleasure of arranging the appointment of the present Chaplain, the Reverend Cannon J. Whinfield Robinson.

David Manning steered our "Ship" on a safe and steady course during his year as Commodore and he contributed considerably to our Club's position as the leading yacht club in the Pacific Northwest.

David was elected an Honorary Life member in 1984.

John H. Long



"Wanderer"

JOHN H. LONG
Commodore 1976



John H. Long was elected our thirty-eighth Commodore of the R.V.Y.C. following many years of distinguished service to the Club. He served as Honorary Hydrographer in 1966, Fleet Captain for 1967, a member of the Executive Committee in 1969, Rear Commodore for the two years 1973 and 1974, Vice-Commodore for 1975 and Commodore for 1976.

During his year as Fleet Captain in 1967, John contributed towards promoting the Jericho Breakwater Development Program. In 1973, he initiated discussions with the Parks Board of Vancouver to allow us to upgrade our Coal Harbour Station and shore facilities. Lengthy delays and tortuous negotiations delayed the actual upgrading of our Coal Harbour Station until the late 1970's.

In 1974, the Club was able to renew the parking, foreshore property and water leases.

John Long, as his name implies, has a long and enviable record of outstanding sailing achievements. His four sail boats were the "Opus #1", "Mary Bower", "Trumpeter of Jericho" and "Indomitable". In 1966, "Mary Bower" in a sensational photo finish with "Diamond Head" was the first to finish that year's Swiftsure Race. 1968 saw John and "Mary Bower" crossing the Pacific in the inaugural Victoria to Maui International Yacht

Race. In 1969, John brought "Mary Bower", in to win "First Overall" in the Swiftsure Race. This victory plus top points in other local races gave John the prestigious P.I.Y.A. "Skipper of the Year" Briggs Trophy for 1969. Again in 1974 John entered the Vic-Maui Race but in the chartered "Sea Ray". In 1976, our Commodore acquired his Flagship, the new "Trumpeter of Jericho", and was again, "Off to Maui". He and Paul Daniels chartered the "Coho II" and participated in the Vic-Maui Race of 1978. John's third cruising sail boat appeared in 1979. This was the 47' S & S Custom Sloop "Indomitable" (ex "Battlecry", an Admiral's Cup Winner) and was campaigned for three years winning First Overall in the Southern Straits Race, third in division in the 1980 Victoria to Maui Race, fourth in division in the 1980 Pan Am Clipper Cup Series, third in division in the 1980 St. Francis Perpetual Cup Series and winning many other local races before being sold in 1982.

In 1984, John and Evelyn Long were elected to Lifetime Associate Membership in the Lahaina Yacht Club and John was appointed to a four year term as Trustee of the Victoria to Maui International Yacht Race.

For his many outstanding achievements in sailing and multiple contributions to our Club's development John H. Long was elected an Honorary Life Member in the R.V.Y.C. in 1984.

Howard Naphtali



Trumpeter of Jericho

E. R. (Ted) LOFTUS
Commodore 1977



Our thirty-ninth Commodore, Ted Loftus left the R.V.Y.C. one of its finest and most beautiful legacies — Scott Point. A few days after Ted was elected Commodore, he arranged for the Executive Committee to travel to Saltspring Island and inspect the marina (such as it was) which was being offered for sale at \$300,000. The Executive approved the purchase and called a Special General Meeting for December 6, 1976.

This was a momentous meeting for the R.V.Y.C. The Members voted 72% in favour of purchasing Scott Point and agreed to a special assessment of \$3.00 per member per month to amortize the cost. In addition, the Members voted 76% in favour of renovating the Clubhouse and agreed to an additional special assessment of \$9.00 per member per month. Unfortunately this latter project was stalled for a number of reasons and did not get started till the following year.

The Club took possession of Scott Point on April 1, 1977 and the Official Opening was July 1, 1977. Commodore Loftus presided over this joyous occasion.

The estimated fixed costs of operation of Scott Point as presented to the Members in 1976 were:

Taxes	\$3,894
Insurance	600
Utilities	2,440
Water lot rent	407
Total	\$8,341

Maintenance repairs, renewals, and capital additions would depend on the finances and desires of the future membership.

Prior to his election as Commodore in November 1976, Ted Loftus served in successive years as Staff Captain, Rear Commodore, and Vice-Commodore.

Commodore Loftus, on his Flagship *Moonwinks* (an immaculate 45' Diesel Yacht) led an RVYC flotilla to Seattle for their Opening Day always held on the first Saturday of May. This was the first time the "Wilson Trophy for Seamanship" was offered for competition and RVYC won it. The Flotilla, in addition to the Commodore, included Vice-Commodore Robert Brodie (Horizon V), Past Commodore Lyall Bell, chairman of the cruise (Four Bells), Past Commodore Bob Gibson (Gibson Gal), Past Commodore Dave Manning (Wanderer), Ron Cliff (Sea Q), Ralph Jordan (Mary J), Jack Charles (Hotei), Bob Orr (Owaissa), Sherman Bardach (Caramia), and Forrest Angus (Ellesmere Park).

Robert G. Brodie



Moonwinks

ROBERT G. BRODIE*Commodore 1978, 1979*

The fortieth Commodore, Bob Brodie, joined the Club in 1960 and quickly became involved on the Club Executive. In 1963 he was elected Honorary Treasurer, a position in which he served for four years. In 1972 he became Fleet Captain and in 1977 Vice-Commodore to become Commodore for two years in 1978 and 1979. Bob is an avid sailor and a power boater. He sailed in the first of sixteen Swiftsure's in 1959 and crewed on various boats including Phil Graham's Troubadour and the 62' sloop Driver. He was in the Transpac Race in Troubadour in 1961 and in the same race in 1967 on Driver. Bob was also a skipper on one design racing starting with the soling Rainbow from 1969 to 1972, in Terrestrial New World Cuckoo Two from 1972 to 1974 and with Fancy from 1974 to 1977. He entered the 1976 Olympic trials in Kingston and in three successive years placed fourth in the Pacific Coast Soling Championships in San Francisco.

In 1978 Bob switched from Solings to Stars and in this class his accomplishments were many including competing in the Bacardi Cup in Miami, the Western Hemisphere Championship in New Orleans, the King of Spain in Los Angeles, the Pacific Coast Championship in San Francisco and winning the San Diego Brown Star. He was also the English Bay Fleet Champion from 1980 through 1982 and was the District Champion runner up in 1979 and 1982 being awarded three Blue Chevrons for Star racing.

Other club activities included being general chairman for the Vic-Maui race in 1972, and serving on the Jericho breakwater committee from 1962 to 1966.

In addition to the Solings and the Star he also owned three inboard/outboard runabouts called Cha Cha I, II and III. In 1972 he acquired the 40' Tollycraft Prelude and in 1977 built the 72' Monk McQueen Horizon V.

As Vice-Commodore, Bob was responsible for the Jericho clubhouse. In 1976 the clubhouse had been condemned by the Fire Marshall, the Health Department, the Liquor Control Board and the Labour Department and was on the verge of being closed. The Clubhouse was in poor repair and very much in need of a refit. The City of Vancouver would not permit the building to be demolished and therefore the members were asked to approve the cost of a total rebuild of the clubhouse.

After many membership meetings, under the leadership of Bob Brodie, the members approved a \$1,700,000 renovation. At the same time there was a need for new docks and a Mermaid Inn at Coal Harbour. The total cost to rebuild Coal Harbour including the parking, was to cost in excess of \$1,000,000. The combined cost of the new outstation facility at Scott Point purchased in 1977, the clubhouse renovation and the Coal Harbour renovation, was to be \$3,000,000 and would be financed out of a members assessment of \$16.00 per month and entrance fees. These projects were completed during 1978, 1979 and 1980 and were fully paid for by the summer of 1984.

Rarely does the Club have an opportunity to have a Commodore who has been as involved in both sailing and power-boating. Bob won over 50 trophies while racing Solings and Stars and at the same time made a lasting contribution to the fabric and structure of the Club. When Bob retired as Commodore he presented to the Club the Commodore's Cannon. This cannon is now fired at various ceremonial occasions and with its master gunner and crew has added a great deal to the traditions and pageantry of our Club.

Bob Brodie was elected an Honorary Life Member at the 1985 Annual General Meeting.

David R. L. Rolfe



Horizon V

DAVID R. L. ROLFE
Commodore 1980



David R.L. Rolfe, our forty-first Commodore, joined the Royal Vancouver Yacht Club as a junior member in 1946. Actively involved in sailing as a junior he crewed on Snipes, Lightnings and Stars. As a junior he acquired his first power boat, the fourteen foot inboard powered "Daveth". From 1952 to 1955 David crewed on Jack Balmer's star "Reverie". During 1956 to 1964 he crewed extensively with Gerry Palmer on the "Cresset" and with Jack Balmer on the eight metre "Fulmar". David has taken part in many races, including three Swiftsure's, many Maple Bay Regattas and P.I.Y.A. Regattas. In 1980, David was the winner of the Burnmor Trophy.

During the period of 1960 to 1970 he owned three seventeen foot runabouts, the "Freep I", "Freep II" and the "Freep III". In 1969 David purchased the thirty three foot Enno built "Kanga" and owned this until 1975 when he acquired his present vessel, the forty three foot Monk McQueen "Banook". The "Banook" is a very familiar boat in our Club as it is in attendance at virtually every function. In the years 1978 through 1981 David took part in the Blue Peter Regattas and in 1980 won the regatta with Anabelle Martin as his sailing partner. David and his wife Margaret have taken part in all of the Hazy Daze cruises from the first one in 1975 to 1983.

David was elected Honorary Secretary of the Club for the years 1975 and 1976, Staff Captain for 1977, Vice-Commodore for 1978 and 1979, and

Commodore for 1980. He served on the Finance Committee for the six years 1975 through 1980, chairing the Committee in 1975. He was a member of the Planning Committee for 1976 through 1978, the Finance Committee for 1978 through 1980 and the Vice-Commodore's Building Committee for 1978 and 1979. The Building Committee completely stripped the Club House and rebuilt and refurbished it to its present day standards. After the rebuilding of the Club, and being elected Commodore for 1980, David became responsible for re-organizing all the Club's social activities which are so popular and successful today. His year as Commodore also saw the refurbishing of Coal Harbour completed and the commissioning of the new floating "Mermaid Inn".

William T. Kidner



Banook

WILLIAM T. KIDNER
Commodore 1981



The forty-second Commodore, Bill Kidner, joined the R.V.Y.C. in August of 1976.

Bill was a member of the Staff Captain's Committee for 1977 and 1978, the B.C. Council of Yachts for 1978, the Membership Committee for 1979, 1980, and 1982. He also served on the Finance Committee during the years 1979 through 1981. He was elected Staff Captain for 1978, Rear Commodore for 1979, Vice-Commodore for 1980 and Commodore during 1981.

As Rear Commodore, he led the extensive re-development of our Coal Harbour Station, featuring the rebuilding of the main dock, relaying the floats to take better advantage of our water lot, and finally the planning and construction of the Mermaid Inn on its own float.

Bill was the last Vice-Commodore directly responsible for the operation of the Jericho Clubhouse, and as such, undertook the first management survey of the food and beverage services. This laid the groundwork for the systematic control of these functions, thus improving their efficiency as well as providing a basis for better food preparation and menu selection.

During his year as Commodore, Bill presided over the first expanded 19 member Executive Committee, at a time when general economic condi-

tions required the exercise of financial restraints in the Club's operations. An increase of 12½ % in the Member's Equity in this period speaks for itself.

Apart from his service to R.V.Y.C., Bill was a keen and successful Power Boater, entering and winning several prestigious predicted log races under the sponsorship of the I.P.B.A. and the Gulf of Georgia P.L.R.C. In 1970, he won the Ken Mair Memorial Trophy, R.V.Y.C. Championship Trophy (DeWees), and Boomerang Trophy. "Totem Chief", with Bill as Captain, was part of the winning Canadian Team for the Century 21 World's Fair Trophy for 1976 and 1977.

Bill Kidner, can best be described as a "people person", always ready with a friendly word and a warm welcome for others, whether ashore or aboard the "Totem Chief".

William C. Hughes



"Totem Chief"

WILLIAM C. HUGHES
Commodore 1982



Our forty-third Commodore, Bill Hughes, joined the Club in 1972. Before being elected to office he was very active in chairing cruise events and was responsible for forming a committee to promote publicity and communications within the Club.

He was on the Staff Captain's Committee for 1977 and 1978, the Membership Committee for 1979 through 1982, and the Finance Committee in 1981 and 1982. Bill was elected Staff Captain for 1979, Rear Commodore for 1980, Vice-Commodore for 1981 and Commodore for 1982.

Throughout Bill's tenure on our Club Executive, his enthusiasm for participating in our many events was rarely surpassed. The "Blackfish II", Bill's 48 foot powerboat, was seen at just about every power and sail event in which it could possibly take part or assist. To see Bill in the Over 30 sailing regatta using Lasers was simply another adjunct to his capacity and willingness to contribute. This enthusiasm was apparent in our Club's trip to Seattle Opening Day where we won again the Wilson Trophy for Seasmanship. Bill's leadership and support for R.V.Y.C. vessels and members during this event was outstanding. Our membership participation on the water in both sail and power cruising events seemed to be at an all time high.

Bill was foreseeing the "Shape of Things to Come" when he appointed

Past Commodore Robert Gibson to form and chair a "Long Range Planning Committee".

Our Club was still somewhat burdened with high interest rates on our new Clubhouse loan, but thanks to the leadership of Commodore Hughes, some expansion of our moorage facilities was accomplished and our costs held in check.

1982 was a year of participation by our membership and Bill Hughes, our Commodore, personified that participation with enthusiasm and sound guidance.

James C. Heaney



"Blackfish II"

JAMES C. HEANEY
Commodore 1983



James C. Heaney, our fourty-fourth Commodore joined the Royal Vancouver Yacht Club in 1974 and was soon actively involved in the executive management of our Club. During the years 1977 through 1979 he held the position of Honorary Treasurer, as well as serving on the Vice-Commodore's Renovating Committee for 1977, on the Membership Committee for 1981 and the Finance Committee for the six years 1978 through 1983.

Jim was elected Rear Commodore for 1981, Vice-Commodore for 1982 and Commodore for 1983.

Commodore Ted Loftus took advantage of the opportunity to utilize Jim's professional background for the task of arranging loans necessary for the financing of our Jericho Clubhouse renovations, Scott Point acquisition and Coal Harbour access dock.

Mindful of the unique sail power camaraderie in our club, Jim actively promoted the Blue Peter Regatta to further this very special relationship of our members. Jim also assisted Commodore Bill Kidner in revising the moorage charges at Coal Harbour using the square footage of the shelters as the basis. He also introduced the principle that open moorage should be charged at the same rate for both Coal Harbour and Jericho.

Jim's yachting activities were highlighted by co-skippering the 33' C

& C "Double Entry" in the 1976 Juan de Fuca Race to a first in I.O.R. and a first overall. In 1980, he won the Boomerang Trophy in his 36' Island Gypsy trawler, "Immigrant".

The World Dragon Championships, hosted by Royal Vancouver Yacht Club, were held in English Bay during the summer of 1983. This International event was preceded by the Duke of Edinburgh Series. Our Club was particularly honoured with the visit of His Royal Highness, the Duke of Edinburgh, who used the occasion to re-dedicate the magnificent trophy in his name for this prestigious sailing event which was won by R.V.Y.C.'s member Bob Burgess.

Jim's year of tenure saw the Wilson Trophy for seamanship, once again, won by the vessels of the R.V.Y.C.

Jim commissioned Mrs. Eugene (Button) Killam to create a stained glass window which would represent R.V.Y.C.'s sail and power activities. This beautiful window is in place at the top of the stairs leading to the Marine Lounge and Model Room.

Darrel D. Jones



"Foreign Exchange"

**JUDGE (Rtd.)
DARRELL D. JONES**
Commodore 1984



Our forty-fifth Commodore, Judge (Rtd.) Darrell D. Jones joined the R.V.Y.C. in 1959. He was a member of the Sailing Committee in 1960, 1961, 1963 and 1964 and was Honorary Junior Commodore in 1963 and 1964. He was elected Honorary Secretary for 1982, Vice-Commodore for 1983 and Commodore for 1984.

Darrell was a keen racing sailor in both one design and cruising classes, competing in many local and international events that included a dozen Swiftsure Races and two Victoria to Maui International Yacht Races. He raced in the "Ramada" from 1974 to 1979 and in 1980 changed to power when he acquired a 36' Grand Banks Trawler the "Marada". In 1984, Darrell's Flagship was the fine 48' Tollycraft Motor Yacht bearing the same name "Marada" derived from the first two letters of his family's Christian names. The two "Marada's" have been well known in the various Club Cruises.

Darrell's year as Commodore was highlighted by the up-dating of the By-Laws, the drawing up of a Constitution for the future of the Victoria to Maui International Yacht Race, by the Trustees Alex Forsyth and John Long, and the long awaited installation of a stair elevator for the handicapped. Extensive work was done on the Scott Point breakwater and floats, the Tugboat floats and caretaker's cottage and the Coal Harbour floats and shelters. Last but far from least, 1984 will be remembered as the year the

R.V.Y.C. retired its debt of \$1,650,000.00 two years ahead of time and terminated the \$20.00 monthly assessment.

Darrell Jones served in the North Atlantic with the Royal Canadian Navy during World War II. He later practiced law and served in Judicial Office for many years where he portrayed the spirit of leadership and enthusiasm that have been so well reflected in his membership in the Royal Vancouver Yacht Club.

A. J. Patrick Oswald



“Marada”

A. J. PATRICK OSWALD
Commodore 1985



A.J. Patrick Oswald, our forty-sixth Commodore, joined the Club in 1965. A firm believer in working ones way up the executive ladder, he was elected Honorary Secretary for 1979, Staff Captain for 1980 and 1982, Rear Commodore House for 1983, Vice-Commodore for 1984 and Commodore in 1985.

As Rear Commodore House in 1983, he worked hard with a small committee of Ted Cruise and John Macfarlane to successfully bring the Clubhouse figures out of the red and into the black. This improving trend was even more strongly developed and maintained by the appointment of Mr. Jim Dudley as General Manager. The success of the Clubhouse activities both financially and for sheer enjoyment became the envy of many other clubs during these recession years.

Using his year as Vice-Commodore to plan for the future, his first action upon being elected Commodore, was to appoint three Past Commodores to a Planning Committee, Lyall Bell, the chairman, was asked to devise a long range solution to the parking problem at the Jericho Club House. Robert Gibson took on the search for an offshore station in Indian Arm. Robert Brodie was given similar responsibility for Howe Sound.

Historic Wigwam Inn, built in 1910 at the top of Indian Arm, was once

again in receivership. After much investigation, the Executive made an offer subject to membership approval. On March 11, 1985, 83% of the 340 members voting at the Special General Meeting approved the purchase for \$220,000.00. Commodore Oswald took possession on April 10th, hoisting the Royal Vancouver Yacht Club Burgee and the Commodore's Flag.

"Tally Ho", the name of our Commodore's flagship, and a polo mallet as the Ensign staff, reflect Patrick's background as Master of Foxhounds of the Fraser Valley Hunt, his membership on the Canadian Polo Team which toured Great Britain in 1973 and his years as a yachtsman. For several years, Patrick was a partner with Gordon Westgate (now Fleet Surgeon) in the L 36 "Paniolo". Later in the 1970's he switched to power with the "Willie" and then the "Irish Spring", a 31 foot Uniflight. The Uniflight gave way to a 42 foot Maple Leaf but, following Patrick's accident while riding to hounds, was replaced with the present 40 foot Tollycraft "Tally Ho". Keen on participating in the Club's cruise activities, and ably supported by his wife Hilary, he chaired the 1976 Easter Cruise to Tugboat Island and organized the lamb barbecue for several years at the Scott Point Labour Day Cruises. Today Patrick and Hilary are usually to be found actively engaged in the Club's social events and boating activities.

75 years ago also saw the start of the Royal Canadian Navy. To help celebrate with the Naval Assembly in English Bay in late August, Commodore Oswald inaugurated the Commodores' Cup Junior Race Week. This major youth competitive training event was the highlight and the culmination for all the local yacht clubs' junior summer sailing programmes.

Commodore Patrick Oswald realized that great dividends flow from paying attention to youth development, and that the quality and location of our offshore stations will be among the main reasons why membership in the Royal Vancouver Yacht Club will always be so sought after and prized.



"Tally Ho"

RONALD LAIRD CLIFF
Commodore 1986



As this book goes to press, our forty-seventh Commodore, Ronald Laird Cliff has been in command for less than two months. However, he has set our course, the lines are in and our ship is under way.

Ron joined the Club in 1968. He was elected Honorary Treasurer for 1983 and again in 1984 and Vice-Commodore for 1985.

His first vessel in the Club was the "Waterloo", a 38' Tollycraft. This was replaced by the first "Sea Q", a 59' Monk-McQueen which in turn gave way to the 71' Monk-McQueen. His present "Sea Q" is a beautiful 82' Monk-McQueen.

One to two months in a new office is not sufficient time to accomplish a great deal. However, in this short time, Ron's ability as a leader has become very evident. The Club is very fortunate to have him as Commodore during Vancouver's Centennial and Expo 86. Ron's course in our Club will have to be logged in a future publication.

We wish him a bright and calm passage.



Sea Q

Duties of the Officers of the Royal Vancouver Yacht Club

Commodore

As Senior Flag Officer the Commodore presides at all Club functions. The incoming Commodore assumes command of the squadron and the Club from the previous Commodore at the conclusion of the Annual General Meeting held on the first Thursday in November.

As Chief Executive Officer of the Club the Commodore has ultimate responsibility for the operation of the entire Club and all its various activities. There is an obvious benefit if the Commodore has progressed up through as many positions on the Executive as possible. At the Annual General Meeting the Membership has elected the other 7 Flag Officers and the other 10 Members of the Executive, the nineteenth being the immediate Past Commodore. The Nominating Committee has made sure that at least a full slate has been presented to the Membership. Even though each flag Officer and other Members of the Executive, except the Members at large, have specific duties for which they were elected to perform, the Commodore none the less must make sure that these duties are indeed carried out. The Commodore is therefore an ex-officio member of every Club Committee. The Commodore chairs the monthly (August optional) executive meetings. The practice has been for the Executive meetings to be held on the third Tuesday, and for the Membership meetings chaired by the Honorary Secretary to be held a week previously, when all reports for the Executive meeting are circulated. The latter practice gives the Executive time to read the reports in advance, deliberate wisely, and reduce the time of the Executive meetings.

The Commodore chairs the Finance Committee and the Corinthian Fund Committee. The latter reviews recommendations from the Fleet Committee before they go to the Executive for final funding approval.

At the September or October Executive meetings the Commodore calls for candidates for Honorary Life Membership. The Executive votes on those recommended. The Commodore presents the successful candidates for the membership to vote on at the Annual General Meeting.

The Commodore is responsible to make the following appointments in time to accommodate the Yearbook deadlines.

Honorary:

Chaplain
Fleet Surgeons
Historian
Keeper of the Trophies
Master Gunner
Protocol Officer

Planning:

The Commodore "may" ask the Executive to sanction the appointment of Past Commodores who have actively taken part in the long term development of the Club, to help with specific tasks, such as criteria, search and negotiations for additional Offshore Stations.

Fleet:

A chairman for every large regatta during the Commodore's year of office.

Representative to:

Council of B.C. Yacht Clubs

Gulf of Georgia Power Boat Navigators
Association of B.C.

North American Cruiser Association

Pacific Coast Yachting Association

Pacific Handicap Racing Fleet Director

Pacific International Yachting Association

Safety and Prevention Officer

Seattle Yacht Club Opening Chairman

Vancouver Area Racing Council

Coordinators or Chairmen for any unusual
one time events such as Expo '86.

The 2 trustees for the Victoria-Maui Race who
in turn appoints the Chairman for the Biennial
Race.

The Editors for both the Yearbook and the
Seabreeze.

The Commodore writes a message for the Yearbook and for each monthly edition of the Seabreeze and sends a copy of each to the Archives.

The Commodore submits an annual report 6 weeks before the Annual General Meeting.

At the November 11th **Remembrance Day Service** afloat, the Commodore, on his flagship anchored off the Jericho station, takes the salute from the participating vessels as they sail past his stern to anchor in a semi circle. The Honorary Chaplain takes the service from the Commodore's vessel, after the Commodore has brought the Ships' Companies to attention. Immediately after the Service at Sea, the Commodore, his Flag Officers and their spouses come ashore and take up position in the fireplace lounge in front of the War Memorials. The Commodore reads the lesson and the names of the Club members who gave their lives in service for their country.

(Since half these names have a Scots ancestry, the Commodore "may" wish to have his piper play "Flowers of the Forest" after the 2 minutes Silence at Sea, and then lead the Executive into the service ashore).

Prizegiving takes place in mid November. It is recommended that the outgoing Commodore preside at the prizegiving, as the various events took place during his term of office. The Fleet, Staff and Honorary Juniors' Advisor organize the attendance, while the Honorary Keeper of Trophies organizes the preparation of the trophies.

It is not necessarily a tradition that the Commodore attend the **New Year's Eve Dinner/Dance**, as some Commodores may have developed other commitments over the years. If the Commodore is present, he strikes 8 Bells for the Old Year and 8 Bells for the New Year on the 8 Bells Club's Ships Bell specially positioned by the cannon atop the Dining Room steps. After the 16 Bells, the Master Gunner fires the cannon and the Band plays "Auld Lang Syne" at midnight.

The Commodore and his wife receive the Club Members at the **Commodores's Reception on New Year's Day**. The other Flag Officers are not in the receiving line. This is a very popular event especially with senior Club Members.

Robert Burns Night is a traditional clubhouse event and the Commodore proposes the Toast to our Town.

V.A.R.C. Prizegiving draws a capacity crowd, and the Commodore is asked to make certain presentations.

At the **Easter Cruise** the Commodore may have the Honorary Chaplain aboard. The Commodore reads the lesson. After the service he hosts a luncheon for the committee and the Hon. Chaplain.

The **Seattle Yacht Club Opening Day** entails a week in the life of the Commodore. The duties of the Commodore at Seattle Yacht Club are delightful and varied. In 1985 he had to take part in a "Skit" put on by their very active Ladies Committee, make a speech at the men's Thursday lunch and again at their Yacht Club flotilla to the Seattle Yacht Club's Opening Day ceremonies. The last twenty-five years has built up a unique relationship between these two sister Clubs; both similar in Membership, dues and number of offshore Stations.

During Sailpast, the Commodore's vessel leads the R.V.Y.C. flotilla through the Montlake Cut and salutes the Judges who are on the S.Y.C. Admiral's Barge.

On the second weekend of May, the Commodore and Executive host the visiting Yacht Club Officers and Navy Officers at a formal Dinner Dance which precedes Opening Day Sail Past. On Sail Past Day, the Commodore

positions his flagship at Jericho to receive the salutes of the hundreds of vessels taking part in this significant ceremony.

After Sail Past, he returns to the Club House to receive the members and guests of whom the Lieutenant Governor and Admiral are first in line. Later in the day, following the afternoon reception, the Commodore leads the Lieutenant Governor, the Admiral and other Dignitaries to the Sunset Ceremony on the north lawn of the Club House.

The Commodore is expected to attend as many club cruises as possible. The traditional ones are the Easter Crusie in March or April, the Commodore's Cruise in May, the Handicapped Children's Cruise in June, the Labour Day Cruise in September and the Thanksgiving Cruise in October. Depending on the type of flagship, the Commodore attends the Dog Days Cruise for sail boats or the Hazy Daze Cruise for power vessels both being an eight day cruise in the latter part of July.

During the year, many social events require the presence of the Commodore. As these generally occur at least one evening per month, it is a busy schedule. The traditional events are Robert Burns Night, Oriental Night, Big Band Night, Italian Night, Greek Night, Seafood Extravaganza, Theatre Night and Oktoberfest.

Every year the Royal Vancouver Yacht Club is expected to be the location for special events connected with the Yachting world. The Power Squadron's Change of Watch, the Interclub Council of Yacht Clubs for the Pacific Northwest Annual Meeting if held in Canada, International Power Boat Association Meeting in Canada and various Regatta Prizegiving Banquets when held in the Clubhouse, all expect the Commodore to be present to say a few words of welcome.

The Commodore's presence is appreciated at the Staff Christmas party, the Junior Auction, the Safety Examinations and Demonstrations at Jericho and Coal Harbour by the Coast Guard, Marine Engine Seminars and Seminars put on by the Fleet and Staff Captains. The Commodore is expected to attend the annual Texada-Lasqueti Race start, finish and banquet and the biennial Vic-Maui start, finish and banquet.

At the **Annual General Meeting** held on the first Thursday in November, the Commodore asks the Honorary Secretary to read the names of the Members who have died since the last General Meeting. The Commodore strikes 8 Bells, and after one minute's silence strikes the bell once. It has become the practice at recent Annual General Meetings to shorten the proceedings for the Commodore to ask for elections to take place then, and not later as scheduled on the agenda. The Candidates for office are presented to the Members. Three Scrutineers appointed by the Commodore,

collect the ballots and leave to count them. The Commodore conducts the rest of the business, which includes presenting candidates for Honorary Life Membership. If the vote counting is lengthy, the Commodore prolongs his report and introduces the Past Commodores present. After the Scrutineers report, the new Executive is announced by the Commodore and take their position at the head table if appropriate. The Commodore presents the incoming Commodore and Flag Officers with their flags, cap badges, and blazer crests, and hands over the chair to the new Commodore.

Vice-Commodore

1. The single most important duty of the Vice-Commodore is to assist in all ways the Commodore. In doing so he must be prepared to accept assignments from him which need to be attended to promptly and report back to him. In addition, he should liaise with him in order that at least either the Commodore or the Vice-Commodore will be in attendance at most of the various social functions in the Jericho Club House. Since the Vice-Commodore is 2 1/C of the Executive Committee, he must always be prepared to chair any meetings which the Commodore would chair but for some reason is unable to do so.
In summary, he must be a valuable and strong assistant to the Commodore, both in physical attendance and consultation on unusual Club matters.
2. It has been the practice in recent years for the Finance Committee (Commodore and Treasurer) and the Corinthian Fund Committee (Commodore, Treasurer and Fleet Captain) to request the Vice-Commodore to attend meetings of these Committees and assist in their deliberations.
3. The Vice-Commodore is responsible to the Executive Committee for the personal parading, telephoning, correspondence, etc. of three-time offenders in the category of being posted for late payment of account. Since the entire Executive Committee generally does not now parade these offenders, the task of admonishing and lecturing the culprits has been assigned to the Vice-Commodore.
4. He is responsible for organizing and chairing the Men's Christmas Party, i.e. the Christmas Stag, which in particular includes soliciting about 100 gifts from Club suppliers, executive members and certain Club members to be raffled off. This is an important party and work on it should commence immediately after the Vice-Commodore takes office at the AGM.
5. He is the chief officer responsible for all of the Opening Day activities, both on Friday and Saturday. For the Friday night dance the Vice-Commodore must arrange the dinner seating of the executive and the

VIP guests from Seattle Yacht Club and The Royal Canadian Navy, and arrange for the balance of the executive to be seated as hosts with the other Seattle Yacht Club members. On the Saturday for Sail Past it is necessary for him to assign the various responsibilities for the day, Duty Officers ashore and afloat, Communication Officer and Protocol Officer. The ultimate responsibility to ensure that the whole day is pulled together by the various assisting members is the Vice-Commodore's.

6. The Cruise to Tugboat Island in May - The Vice-Commodore should be available to assist his Commodore in any of the activities required during the weekend such as umpiring, refereeing, judging, etc., and be available to present the prizes at the concluding function.
7. Assistance at the Easter Cruise in order to support the Commodore is very important; in addition, his attendance is required to judge the Easter Bonnet Parade.
8. It is recommended that the Vice-Commodore and his wife be available for the Remembrance Day services, which is the first Club function after the AGM.
9. The Vice-Commodore should attend the Seattle Yacht Club Opening events where specific participation is desirable. Further, it enables him to understand his role in this event should he become Commodore.
10. The Vice-Commodore should ensure that his wife is aware that she is responsible for organizing the April Fashion Show, which is the largest and most popular of all of the Ladies Fashion Shows during the year.
11. On the assumption that the Vice-Commodore will become Commodore in the following year, he should carefully observe all the activities of his current Commodore in order to perform those duties efficiently and effectively at the appropriate time.
12. The Vice-Commodore submits an annual report 6 weeks before the Annual General Meeting.

Rear Commodore Coal Harbour

The Rear Commodore Coal Harbour shall have general supervision of the Coal Harbour Station. One of the key duties is to establish rules and regulations for the operation of the station subject to the approval of the Executive Committee. He shall also have general supervision of the employees of the Club that come under his jurisdiction. Personnel matters associated with salary adjustments, discipline, and promotions shall be resolved by the Rear Commodore Coal Harbour in liaison with the General Manager.

A Coal Harbour Committee should be established to assist with the management of the Coal Harbour Station. It is recommended that one or more committee members be responsible for the following operations.

- Safety Subcommittee
- Moorage Allocation
- Workshops and Food Storage Rooms
- Mermaid Inn
- Special Projects

Specific duties of the Rear Commodore Coal Harbour are summarized below.

- Preside at all Coal Harbour Committee Meetings, establish agendas and delegate duties to the committee members.
 - Prepare written monthly reports for the Executive Committee and a copy for the Archives.
 - Enforce the moorage rules and regulations for the Coal Harbour Station.
 - Respond to enquiries from members and correspondence from affiliated Yacht Clubs.
 - Prepare written articles for the Seabreeze with a copy for the Archives.
-
- Establish Capital and Operation and Maintenance Budgets for the Coal Harbour Station.
 - Plan the ongoing maintenance and establish the priorities for the continued rebuilding of the Coal Harbour Station.
 - Submit an annual report 6 weeks before the Annual General Meeting.

Rear Commodore House

1. General supervision of the Jericho Clubhouse with the authority to prescribe such rules and regulations, subject to the approval of the Executive Committee, as is deemed necessary. These rules and regulations are to be posted in conspicuous places in the Clubhouse.
2. General supervision of such employees of the Club as come under his jurisdiction.
3. Arrange and oversee all social events. This is usually accomplished through the appointment of a Social Events Chairman and specific Chairpersons for each event. This includes annual events and special events.
4. Appointment of Garden and Grounds Committee to supervise and arrange for the maintenance of the flowers, bushes and trees around the Clubhouse. Also to oversee the upkeep of the grounds and to regulate the parking.

5. Submit a written monthly report to the Executive Committee.
6. Prepare timely articles for the Seabreeze.
7. Submit copies of 5 & 6 (above) to the Archives.
8. Submit an annual report 6 weeks before the Annual General Meeting.

Rear Commodore Jericho

General supervision of the Jericho wharf and marina —

- a) Operations of the marina in accordance with Club rules and regulations. Any necessary additional rules or changes shall be developed by the Rear Commodore, subject to the approval of the Executive Committee.
- b) General supervision of the employees of the Club who work at the Jericho marina, in conjunction with the General Manager. Personnel matters associated with salary adjustments, discipline and promotions shall be resolved by the Rear Commodore in liaison with the General Manager.

A Jericho Port Committee should be established to assist with the management of the marina. It is recommended that one or more committee members be responsible for the following operations:

- Safety sub-committee
 - Moorage allocation
 - Maintenance
 - Boat Maintenance
-
- Preside over Port Committee meetings, establish agendas and delegate duties to committee members;
 - Submit written monthly reports to the Executive Committee, prepare articles for the Seabreeze and to send copies of each to the Archives.
 - Enforce moorage rules and regulations;
 - Respond to enquiries from members regarding matters to do with the operations of the marina;
 - Establish Capital Budgets and Operations and Maintenance Budgets for the Jericho Station;
 - Plan for ongoing maintenance and establish priorities for the maintenance and rebuilding of the breakwaters, wharves and floats of the marina;
 - Assist the Fleet Captain and the Honorary Juniors' Advisor with the maintenance of the Club Committee boat, tenders and small sailing vessels. (The fund for the maintenance of the committee boat and tenders are to be provided from the Fleet Captain's budget and the maintenance funds for the small vessels from the Honorary Juniors' Advisor's budget).
 - Submit an annual report 6 weeks before the Annual General Meeting.

Fleet Captain

1. Chairman of Sailing Committee
 - Sub Committees
 - a. One Design Racing
 - b. Handicap (I.O.R. & P.H.R.F.) Racing
 - c. Protests
 - d. Corinthian Fund
 - e. Race Management
 - f. Special Events - Racing & Social
2. Member of Corinthian Fund Committee with Commodore & Honorary Treasurer.
3. Liaison with Honorary Junior Advisor & Rear Commodore Jericho.
4. Represent Royal Vancouver Yacht Club at P.I.Y.A. & V.A.R.C.
5. Organize and implement the Club Racing Program through the Sailing Director.
6. Work with B.C. Sailing Association and Canadian Yachting Association in the development of Club Members for local, National and International competitions.
7. Submit a written monthly report to the Executive Committee and a copy to the Archives.
8. Submit timely articles to the Seabreeze and a copy to the Archives.
9. Submit an annual report 6 weeks before the Annual General Meeting.

Staff Captain

- To supervise and promote all power boat activities and races and to act as Chairman of the Staff Captain's Committee.
- Attend executive and membership meetings.
- Establish and supervise committees for club sponsored cruises:
 - Iceberg Cruise
 - Blue Peter Regatta
 - Easter Cruise
 - Commodore's Cruise
 - Handicapped Children's Cruise
 - Hazy Daze Cruise
 - Labour Day Cruise
 - Stag Fishing Derby
 - Thanksgiving Cruise

- Participate in the organization of Opening Day, specifically to arrange the lead and tail boats.
- Participate in executive social events.
- Participate in executive formal ceremonies.
- Arrange power boats for spectators at club sailing events.
- Arrange power boats for welcoming flotillas for special marine arrivals or events.
- Supervise any requests for power boat participation in community events.
- Coordinate the power boat section of Prizegiving Night.
- Any other activity as requested by the Commodore.
- Submit a written monthly report to the Executive committee and a copy to the Archives.
- Submit timely articles to the Seabreeze and a copy to the Archives.
- Submit an annual report 6 weeks before the Annual General Meeting.

Offshore Stations Captain

The Offshore Stations Captain's responsibility is to have general supervision of all Royal Vancouver Yacht Club Offshore stations, three of which have resident caretakers. He must ensure that all outstations are maintained in first class condition with due regard for the safety and enjoyment of the membership.

1. To attend all Executive and membership meetings.
2. Present a budget for the year's capital work at the outstations for Executive approval, and once approved, work within that budget.
3. Act as chairman of the Offshore Stations Committee.
4. Make regular inspections of Offshore Stations and give technical advice to caretakers.
5. Be responsible for supervision and discipline of Offshore Station caretakers and provide them with up to date job descriptions and duties lists.
6. Ensure that all grounds, roads, trails, signs, buildings, structures, furniture, machinery, docks, boats, etc. are adequately maintained, and make recommendations for placements as required.
7. Prepare specifications, organize, and supervise all contract work at Offshore Stations.
8. Order materials, organize, and supervise all member work parties at Offshore Stations.
9. Certify all purchases made for Offshore Stations.

10. Answer all correspondence regarding Offshore Stations matters.
11. Keep the General Membership informed regarding the Offshore Stations by a monthly newsletter in the Seabreeze with a copy to the Archives.
12. Submit a written monthly report to the Executive Committee and a copy to the Archives.
13. Submit timely articles to the Seabreeze and a copy to the Archives.
14. Submit an annual report 6 weeks before the Annual General Meeting.

Honorary Secretary

The Honorary Secretary is the officer of the club who is responsible for the maintenance of the records and the conduct of routine matters pertaining to the members of the Club as members. This includes the admission of new members, ensuring that the status of members is correct in accordance with the Club's by-laws, and that members are in good standing. The Honorary Secretary also has the traditional responsibilities of the notification of members of general meetings of the Club and determining whether a proper quorum is present at meetings. He conducts the votes and provides a supportive role for the commodore or other officer acting as Chairman of the meeting.

In order to discharge his duties in respect of new memberships, and the status of present members, he acts as chairman of the Membership Committee which is a committee of the Executive Committee as a whole. He is responsible for the review of applications for membership, determining that a proper investigation of would-be members is made, and that recommendations to the Membership Committee and the Executive Committee be made.

He is responsible for writing and assessing fines against delinquent members within the Club's policy and for the referral of members whose delinquencies are serious to the Vice-Commodore for disciplinary steps.

Honorary Treasurer

The Honorary Treasurer serves as chairman of the finance committee and supervises the financial duties of the club manager and club accountant. His duties include supervising the preparation of reporting on the club's monthly and annual financial statements to the executive and to the members as well as preparing the annual budget, cash flow and capital requirements analysis with assistance from the various flag officers.

The Honorary Treasurer is also responsible for assisting the club manager with the annual salary/wage review and for chairing the Corinthian Fund

Committee as well as providing day to day accounting advice to the club's accountant when necessary.

The Honorary Treasurer submits an annual report 6 weeks before the Annual General Meeting.

Honorary Solicitor

The Honorary Solicitor is to attend all Executive Committee meetings and meetings of the members for the purpose of advising on by-law interpretation, rules of procedure and drafting of any new by-laws. In addition he advises committees in respect to their dealings with third parties on any contractual obligations.

Honorary Juniors' Advisor

The duties of the Honorary Junior's Advisor are to administer all the junior activities. He shall oversee the sailing and social events of the Juniors and be responsible for the Junior' sailing fleet.

The Honorary Juniors' Advisor submits an annual report 6 weeks before the Annual General Meeting.

HONORARY FLEET SURGEON

The position of Honorary Fleet Surgeon to R.V.Y.C. is a commodore's appointment.

The duties are to advise and assist the Commodore and Executive on medical matters and whenever possible or necessary to provide first aid or medical treatment.

The fleet surgeon should provide first aid kits for all staff officers, arrange first aid classes and advise on sanitary facilities at the outstations.

The Handicapped Children's Cruise should have the services of a fleet surgeon.

As there are at present four fleet surgeons, it would be advisable to have at least one in attendance at all Outstation Club Cruises.

CHAPTER 8

Club Cruises

ICEBERG CRUISE

The inaugural Iceberg Cruise took place January 23-24, 1982. The blue prints of this new cruise were conceived and developed by our Honorary Photographer and his very able wife — Milt and Margie Goodman. The Cruise encountered cold, foul weather on the way but the 94 people, on 26 boats, arrived at Wigwam Inn with good spirits. In the Inn, Saturday night was one long revel of open fires, fine food, more good spirits and dancing to Milt Goodman's Quartet. Later, our two wharfingers, Kidner and Goodman, lost their spirit and gave up the ghost. For the rest of the night, their place was taken by a pack of masked bandits that patrolled our docks and decks. Sunday was a day of sunshine. After a sumptuous breakfast we left Wigwam Inn, and the raccoons, and cruised home with memories of a wonderful cruise.

The 1983 Iceberg Cruise was another success. 120 people and 33 boats



found their way to the Inn. Again the Inn staff prepared a bounteous buffet to be followed by an evening of dancing to Milt Goodman's Quartet. Another delightful breakfast and a good trip home left everyone with pleasant memories.

Wigwam inn was closed in 1984 and there were no Iceberg Cruises in 1984 or 1985. However, 1985 was the year of many changes at the Inn. The history of Wigwam Inn and the 1984 changes are outlined on pages 479, 480, 497, 498.

EASTER CRUISE

by Joyce MacCrostie

The Easter Cruise is famous for many things — the Easter Bunny (John Downie's favourite hiding place) — the Hat Parade and the sometimes hazardous weather. The year of the great typhoon made the mere gales look timid.

The format has remained much the same over the years. It proves if you have a good thing going, don't change it. Two of the main things that are attractions for club members are; the fact that (one,) it is the first major cruise of the year and secondly, it is a family cruise for everyone, including pets. Equal numbers of power and sail usually turn up at Tugboat each year and regardless of weather have a wonderful time.

The twenty-eight acres that make up Tugboat Island provide a perfect spot for the Easter Cruise. Numbers of people vary from two to four hundred per cruise, depending upon the seas and winds, and the temperature, and even on stormy days many havens can be found. The cruise generally begins with a cocktail party with food provided by the club. The clubhouse overflows with people and the deck is always good to view scenery and friends . . . Saturday is a day of varied events from dinghy races to pot luck dinners. There may be dancing or bingo - or both. There is always the big Easter Bonnet contest - a sight to boggle the mind! Sunday, the Easter egg hunt presents a challenge to children and parents. One year some 60 children consumed over 600 eggs. The Easter Bunny is the hit of the weekend and our faithful John seldom misses this cruise. The pavilion is transformed into a place of worship where from 1956 to 1975 Canon Stanley Smith conducted the Easter service. Canon Whinfield Robinson was appointed Honorary Chaplain in 1975 when Canon Smith retired and he has in turn braved foul and good weather each succeeding year to lead our Easter service at Tugboat Island.

All these events did not materialize because of someone waving a magic wand. The chairmen of these cruises should be recognized and the writer hereby does so. From 1971 through to 1985, the cruise chairmen were;



Easter Service 1983

John Erickson, Jack Gibbs, Fred and Win Warriner, Patrick Oswald, Eugene Killam, John and Louise Adams, Wayne and Wendy Naylor, Ted Cruise, Sandy McCandless, Marv and Pauline Moan, Jim and Sandi McGregor, Ralph and Brenda Brown and Lorne and Cally Kramer.

A wonderful way to celebrate Easter.

SEATTLE OPENING DAY CRUISE



Visiting Commodores — S.Y.C. Opening Day, 1983.

For many years, the Seattle Opening Day Ceremonies attracted a few of our members but not in sufficient numbers to be recognized as an R.V.Y.C. Club Cruise. Some years ago, the number of our Club Members and boats participating in the Seattle Yacht Club Opening Day reached a level whereby the event became a recognized Club Cruise. In the early part of each year, the Seattle Yacht Club sends a delegation to Vancouver to formally invite the R.V.Y.C. to join their Opening Day Ceremonies. The cruise to and from Seattle is delightful, the scenery is superb and the reception at Seattle Yacht Club is incomparable.

see "Seattle Opening Day" p 471.

Commodore's Cruise

by Joyce MacCrostie

The Commodore's Cruise is reported to have started from what was previously known as the "Opening Day Cruise". It takes place over the 24th of May holiday weekend. It has always been a most popular cruise and is considered the most important major cruise of the year. This should indeed be the case, as it is a cruise to honour the Commodore, even if some members think pie in the face is an honour. This cruise brings out the creative talents of the chairmen and their committees. The idea is to think of an appropriate



Treasure Hunt

theme to represent the Commodore of the year. When this has been established, the plan escalates into a full scale scenerio from then on. For the years 1971 through to 1985, the location for this grand cruise has been Tugboat Island.

In 1971 John Erickson and Bruce Ward dreamed up a Gay Nineties theme and the costumes, food and events were centred around what this era represented. Details of numbers of boats are not recorded, but this cruise seemed always to attract an average of 75 boats in the early part of the 1970s.

Ted Loftus and Bruce Ward chaired the cruise the next year and the usual enthusiastic crowd came in both power and sail boats. A record number of boats (no figures available) tied up at Tugboat, with rafting the order of the day.

The theme in 1974 was "Shipwreck Beach Party". New ideas were coming forth for events that were to become annual affairs such as the horse races (Commodore's Plate) and the treasure hunt. The annual softball game between power and sail was won again by the "stinkpotters".

The next year pot luck dinners were introduced as fair loot from the Pirates Pantry as the theme was Piracy on Tugboat. 1976 was a banner year for the sailors as they won, for the first time ever, the baseball game! Forrest Angus chaired this cruise and gave over 300 people a great weekend. Somehow 100 boats managed to tie up and raft. Good wharfingers are the answer.

1977 was the year of the "Pirates Fare", and some events were never-to-be-forgotten sights. One was a treasure hunt with groups of people tied together, charging around the Island. Again, as in the previous year, 300 people showed up, but only 75 boats, unless 25 were sunk by the Pirates, or lost in the salal. Bill and Sheila Hughes did such a good job in chairing this cruise they were back for a repeat in 1978. That year their creation took the form of re-enacting Captain Cook's landing. The costumes were splendid and the whole weekend reflected the hidden talents of R.V.Y.C. members. Some were best kept hidden. Barrie Smythe chaired the next year and it was such a success, he chaired the 1980 cruise with Norm Elliott and John Williams. This was an event to remember. As though the new "Suds" contest wasn't enough to blow the foam off of the water and over the beer mugs, after soccer the bats waved in every direction during and after the baseball game. Take 520 people from 105 boats and land them on Tugboat for the Commodore's Cruise and you have Island fever running rampant. Especially when a third of them enter into a treasure hunt chained together (in small groups) and go leaping through the salal.

Hugh and Diane Johnstone brought a semblance of sanity back in 1981 when they chaired the cruise. This time it was a potlach theme. Over 400 members turned Indian and entered into canoe races, war dances, smoke signal bingo and lots of dancing.

J.T. and Emily Scott teamed with Alex and Anne Wood and Bob Mackay to create a "Whale of a Sail". The Commodore's vessel, Blackfish II was the inspiration for this theme. The usual events took place with fishy overtones including a pot luck supper and beluga bingo. This year saw the first windsurfer races and also 450 people.

John and Fern Perchall and John and Judy Jukes together dreamed up the "McHeaney Cruise". "The Scots may be thrifty, but, my they looked nifty!" Source of the quote not to be revealed. A great weekend with a highlight being a win for the sailors in baseball. Another highlight was the highland fling being flung everywhere. The year of 1983 at Tugboat will not be forgotten.

The "Tugboat Trading Post" came alive under the chairmanship of Bill and Connie Sparling in 1984. The pioneer costumes were awesome and may have influenced the outcome of some of the sporting events. Ping pong and volley ball tournaments were introduced this year and seemed popular. Perhaps under a bikini theme, they may thrive in the future. It must be noted that this year the Stinkpots won soccer, but the sailors took the baseball game!

The 1985 cruise indicates that all good things must come to an end. So, this splendid cruise, "Land of Hope and Glory", is the finale of the Commodore's Cruises in this article. Costumes were not only impressive, but the numerous changes of spectacular ones by the Commodore and his Lady were incredible. David and Margaret Rolfe and David and Roberta Birney chaired this sparkling revue of dear old England as seen through the eyes of the natives of the Pacific Rain Forest.

HANDICAPPED CHILDREN'S CRUISE

This annual event is not a cruise for members of the Club, but is a cruise conducted by our members for the enjoyment of handicapped individuals.

In the spring of 1947 Miss Mary Armson, Secretary to the Flag Officers, first proposed the concept of a "Children's Day" whereby the facilities of the Club would be used for the benefit and enjoyment of under privileged children. The first Childrens' Day was held July 23, 1947. The appreciation manifested by the children had such an impact on the participating members that the event became an annual affair. Soon, upwards of 300 children with their attendants and/or nurses were guests of the R.V.Y.C. They were all taken for a sail or cruise around English Bay and then entertained at the Jericho Clubhouse.



We have no records of Childrens' Day from 1950 through 1955.

In 1956 the childrens' cruise was limited to severely handicapped people.

In 1958, the R.C.N. Destroyer Escort Squadron entertained some of the children on board three of their vessels. Those children in wheel chairs, much to their great delight, were hoisted aboard in powered slings from the boats' davits.

For 1959 this cruise was known as the "Crippled Childrens' Cruise" probably because many or most of our guests came from the Crippled Childrens' Hospital. This unfortunate name was rapidly changed so that the cruises of 1960 and on have been known as the Handicapped Childrens' Cruise.

This cruise continues to be a successful annual event. The number of people involved have made it necessary and more efficient to charter the Malibu Princess so that everyone is on one boat. In addition to club members, many local firms, businesses and organizations contribute to the success of the cruise by donating supplies, entertainment and souvenirs.

For their contributions to these cruises, the R.V.Y.C. acknowledges and thanks the following firms and organizations:

A & W Food Services of Canada, Barton of Canada, B.C. Lions cheer leaders, Dairyland, Ford Motor Co. of Canada, McDonald's

Restaurants of Canada, Nalley's, The White Caps, Wometco Ltd., and a special thank you to the Vancouver Fire Department.

The chairmen for the Handicapped Cruises were

1971-Alex Healey; 1972-Howard Naphtali; 1973, 1974 - no records; 1975-Hugh and Gerry Eland; 1976-Jim Smalley; 1977-Ray Whittick; 1978-Jim Dudley; 1979-Jim Dudley and Margie Goodman; 1980-Richard Cober and Colin Jenkinson; 1981-Richard Cober and Colin Jenkinson; 1982-Robert Brown; 1983-Richard Cober; 1984-Bill and Kathy Botham; 1985-Bill and Kathy Botham.

Dog Days Cruise

by P. Adrian Thomson & Joyce MacCrostie

In the spring of 1971, Fleet Captain Joe Glass was concerned about the number of new and/or novice members (who had joined the Club because of the moorage provided by the Jericho Basin development) who seemed reluctant to venture outside English Bay or Howe Sound. He proposed a weeks' sailboat cruise with point to point races to encourage these novice sailors to enlarge their cruising area in the company of other members.

During preliminary planning sessions, conducted by John Dunfield, it was decided that the races had to be very low keyed as this cruise was for the benefit of the novice yachtsman. No overall prizes would be awarded and daily prizes would be simple token. The committee would establish daily handicap races for all boats so that each boat and crew would have a chance of winning. If a boat did win a race, then its rating would be adjusted so it had very little chance of winning another race.

The first Dog Days Cruise in 1971 was chaired by John Dunfield and the race committee members were Adrian and Paddy Thomson, Roger and Lyn Bailey, Karyn Thomson and Sue Maitland. Past Commodore Douglas Maitland made the "Wanderer" available as committee boat.

This inaugural cruise sailed north to Texada Island with stops at Plumper Cove, Secret Cove, Blind Bay, Westview and False Bay. From Nanoose to Tugboat completed the course of this "first" for the sailors. There were 19 boats and 1 power boat.

News of the first cruise obviously was good, as 1972 Dog Days attracted 35 boats and many enthusiastic sailors. This year Norman Severide chaired the week's sailing fun and Adrian and Paddy Thomson were cruise committee. Doug Maitland's "Wanderer" again was committee boat and was given a special award of toilet paper decoration over the whole boat. Tastefully done, of course. And who could forget Ken Kirkland, joining the all girl crew takeover on his "Rapid", complete with wig and dress.



Scottie Bay, 1984

“Father” of the Cruise, Joe Glass, chaired the 1973 event, assisted by Adrian and Paddy Thomson and John and Sally Terins. As in 1972, the first part of the trip was spent at Alexandra and then to Tugboat. Various points on the Gulf Islands were targeted for races and competition was keen. The 30 boats taking part in this cruise varied in size to the point where everyone could participate in every kind of race.

Robin Manson chaired the 1974 cruise and 24 boats turned out for this great fun time. John Yuill did yeoman duty with his “Andiamo” in controlling the fleet and judging the handicaps. Covering expenses seemed to average about \$20.00 per boatload. The cruise was becoming a bit more sophisticated as activities ranged from beer busts to fishing derbies and final night steak dinners. Commemorative plaques were presented to each skipper.

Robin Manson, Don Martin, Fred Patterson and John Jarman were all involved in putting together the 1975 cruise. Territory covered in the cruise was Sandheads to Ballenas, Flat Tops, Saltspring Island and surrounding areas. This time, a little land cruise was included with a visit to Butchart Gardens in Victoria and a shore buffet dinner. Tugboat seemed to be the most popular place to finish this cruise and this year was no exception.

25 boats charged up to Secret Cove to begin the 1976 cruise and some of the Islands to the north were singled out to serve as special stops (and starts) for the cruise and race points. Hardy Island, Nelson, Thormanby and Newcastle were the main areas for challenging races and Tugboat provided the fun and games and r. and r. Bob Axford, John Jarman, Don Martin

and Sven Rasmussen were the perpetrators of these outrageous good times and those involved with this cruise would second their chairmanship.

Up to this year, the Dog Days Cruise had taken place during the first week of August. Now that Hazy Daze Power cruise was firmly established and in its third year, the two cruises merged as far as dates were concerned. They began the latter part of July and spilled into the first week of August with the Provincial holiday of the first Monday of August dictating that date. The idea was to incorporate to a ten day cruise. It happened by sheer coincidence that both these cruises went to the San Juans in 1977 and met to celebrate the finish at the Club's newest outstation, Scott Point on Saltspring Island. Al Wilkinson and Bob Axford chaired this very successful cruise. 27 boats cheered their leaders.

30 boats and crews added to the cheers for chairmen, Bob Axford, John Jenkins, Gord Henderson and Bill Clark for 1978. Starting at Secret Cove the stops and starts swung on to Buccaneer Bay, Lasqueti, Hornby Beach Gardens Resort, Nelson Island and Back to Jericho via Secret Cove. As inflation seems to be creeping in, so do the costs of the cruises. We note that it is now \$30.00 per boatload. Worth every half dollar!

Meanwhile, back at the Club, Daryl Delmotte, in 1979, set up this great cruise to the Gulf Islands. Many familiar stops were still challenging for races and cruising. From Tugboat to Clam Bay to Maple Bay to Todd Inlet and so on to Scott Point, North Pender and Horton Bay. There was no end to the devious plots to unseat the skipper at the helm. Boats and people unrecorded as to numbers but judging by the various detailed accounts of events, there must have been at least 30 vessels and almost 100 people.

1980 was Bob Andrew's year to chair this challenging and popular cruise. Costs had risen to \$35.00 per boat and reflected the times and the growth of this cruise. It was still a great bargain. The trip was becoming more ambitious and this year the plan was to rendezvous at Secret Cove and then to Lasqueti, laying over in Tucker Bay on to Green Bay on Nelson Island (a neat little tuck-away) on to Harmony Islands and then to Fox, then to Bargain Harbour and back to the starting point. Plaques, burgees and other mementos have added to the recognition of this being a major cruise. It is a cruise that reflects the joy of sailing and the great camaraderie found in people enjoying life on the sea together. Over 30 boats of people said "amen" to this thought in 1980.

Stuart and Deborah Manning chaired the cruise in 1981. There was a record number of boats, over forty, and the weather was not too unkind. It was an ambitious itinerary with distances being somewhat longer than usual and social events including dining out. The rendezvous was at Tugboat and from there to Newcastle where a mix of sailing and social events gave a special holiday spirit. Wallace Island to Scott Point, where barbeques and sports provided a break, were the next stops and then on to

Prevost and Clam Bay. Beach parties celebrated the end of this cruise and it was on to Tugboat before returning home. Costs were noted to be under \$50.00 — still a great bargain for a holiday.

Dog Days '82 was a good cruise thanks to the efforts of chairmen Rod and Barbara Cochrane and Bill Earle. This cruise took another direction and thought "north". Rendezvousing at Secret Cove and on to Jedediah Island set the tone for an interesting itinerary. Garden Bay indicated dinner out night and Fox Island was the next stop. Activities day was a mix of fun and games, still at Fox, and Harmony Islands, the ever popular warm water hole, signalled the next stopover. Green Bay, fishing derbies, and Quarry Bay were the last planned places and events before winding up at Secret Cove. A grand wrap up barbeque there marked finis to a great holiday.

A record 42 boats in 1983 followed the leaders, Lorne and June McGruer, through nine days of a good weather, good times cruise. They had plotted a course that travelled through the southern Gulf Islands beginning and closing at Scott Point. The days between were spent in and around Pender, Saturna and Mayne Islands. The Pooch Press, otherwise known as the daily paper, was a great idea to inform everyone of happenings — before or after. The races, the games, the parties and barbeques all added up to one of the best Dog Days ever.

The records of Dog Days Cruise '84 would seem to indicate that it was kids, kids, kids. Not the real ones, of the goat variety, but the younger people who showed their elders a thing or two. Rob McGregor chaired this northern cruise around Secret Cove, Lasqueti, False Bay and surrounding areas. The younger set were very active in racing, crewing and even essays and poetry. Space does not permit the whole "Doggy Ditty" by Bruce Rae, but the end verse will give you the general idea.

"Our raft was a beauty, twenty-one boats in line,
The sun and the sea breeze made the afternoon fine
Crabtraps and catapults were released in sunshine
It was a relaxing day for your boat and mine."

This reflects what the whole cruise was about. It was a good one in every way.

Snoopy got into the act for Dog Days '85, and heralded the call to "sign up for nine days of sun and fun starting at Tugboat and ending at Scott Point" Glenn Irving chaired this fair weather cruise which included 35 sailboats and one power boat. Races to Clam Bay, Maple Bay and many other short hops around the Victoria area and Saltspring were only part of the activities. Visits to Butchart Gardens, special dinners out, and other sophisticated events added to the casual atmosphere that made the mix work.

Cruises like Dog Days reflect the good sportsmanship and camaraderie that exist in this great Club.

HAZY DAZE CRUISE

by Howard Naphtali

The Royal Vancouver Yacht Club held its first "Hazy Daze Cruise" in 1975. The idea emerged out of a meeting of the Staff captain's (Howard Naphtali) Committee when it was felt that an organized summer cruise for power boats to outlying waters would be a useful learning experience for newer boaters under the watchful eye of more experienced members. The sailors had their "Dog Days" and the name "Hazy Daze" was Bob Fraser's invention. Hume and Jane McLennan and Lorne and Phil Yorke were the inaugural co-chairmen. They set a standard of enterprise and innovation that started a tradition that has remained over the years. This was the year of the first dinghy parade, the first prizegiving, the first Commodore (Dave Manning) to be rescued with a dead engine in Aaron Rapids, and the first boat to be saved from sinking by a can of olives (the MacCrosties) and many, many more firsts. From Ballet Bay through Blind Channel. With beautiful weather good fishing and good fellowship, the first Hazy Daze was a great success.

In 1976 Hazy Daze was chaired by Dr. Tom and Marjorie Bridge and blessed by continuous sunshine and calm seas except for 1 day of fog. Tom successfully piloted us through the fog out of Owen Bay and on to Johnstone Strait with John Downie serving as a most effective outrider in his sporty craft the "Maud". The cruise originated in Ballet Bay thence to Tenedos Bay where a strange "King Kong" like creature invaded the Barbecue and hugged the ladies. Only the cigar made it clear it was Sherry Bardach. In Squirrel Cove the Rear Commodore fell overboard during a docking manoeuvre and the unearthly howls of a cat falling off the "Mary J" pierced the night. George Miller caught enough salmon to feed the whole group (12 boats) and at the top of the cruise, Minstrel Island, we were overwhelmed with Crab struggling to overflowing in our traps.

In 1977 Joyce and Watson MacCrostie led us through the San Juans for a change of pace and locale. Rendezvousing at Scott Point (our brand new offshore station) the flotilla proceeded to Roche Harbor (for customs clearance) and after goggling at John Wayne on the stern of his Wild Goose moved on to Garrison Bay. There the 17 boats, rafted together in a single line, enjoyed a beautiful and sunny afternoon and quiet (more or less) night. Shaman II joined the party at Echo Bay. The next day and night was a touch of civilization at Skyline where Joyce was treated to a surprise (real) birthday party by the entire group. The course from Skyline was through the "Slough" (La Conner for lunch) and on to Coronet Bay. The following day, when we had to make slack tide, great panic ensued when Winston (Banook's *Felis domesticus*) went missing. He was soon found howling up a tree on the island, transported (tenderly ??) onto Banook and the entire group made



Hazy Daze re-enacts the Pig War

Déception Pass in safety. On through gorgeous scenery to Rosario Resort Hotel where we all had a very good dinner (on shore). Next anchorage was Prevost Harbor where we met the "Dog Days" sailors. The last leg of the cruise was to Bedwell Harbour for customs and back to Scott Point where "Dog Days" and "Hazy Daze" gathered for a great steak dinner.

In 1978 Bill and Marjorie Kidner chaired the cruise which attracted 23 boats. Highlights included oyster shucking and feasting on the deck of Totem Chief, beautiful warm swimming at Princess Louisa and Chatterbox Falls, Horace and Pat Harrison supplying the salmon for a windup Salmon Barbeque.

In 1979 Jack and Casey Brown led 31 boats (count them 31) to Desolation Sound successfully rafted them together and kept them afloat. That was the biggest raft in the history of the R.V.Y.C. and its execution a rigorous exercise. In Von Donop the Nyon (Derek Simpson) remained afloat only by the quick and effective "call to the pumps" in the wee small hours of the night. It was a great cruise, filled with excitement, adventure, hospitality and fellowship. As someone said on the cruise, "Yo ho ho to the great Brown leader."

In 1980 having witnessed 31 boats in a raft in 1979 Chairman Alex and Anne Wood divided their cruise into three squadrons, the Red with J. T. Scott as leader, the White with Ray Brittain, and Blue led by Bob Fraser. It is said the Red had the children, the White were the party boats and the Blue were the "mature group". Do you believe it? All in all there were over 30 boats. This cruise went from Secret Cove to Desolation Sound including Gorge Harbour, Sansum Narrows, Octopus Islands, April Point, Tenedos Bay and Grace Harbour. The big picnic was at Octopus with Alex sleeping with the children in a deserted house so Red Squadron could join the party.

At April Point the competitive spirit between the squadrons reached its high-point with songs and costumes. Pat and Grant Gerrard caught plenty of salmon to feed the multitude.

In 1981 cruise chaired by Martin and Sue Chess to Desolation Sound and beyond was an outstanding success which had the distinguishing highlight of turning into a major "dress up" production of celebrating the Wedding of Prince Charles and Diana. Patrick and Hilary "received" the guests at a "tea party" ashore with a flurry of Union Jacks and Rule Britannias which startled the natives and other boaters out of their wits. White gloves, spats, white ties, top hats all in evidence if not in place.

1982 — the year of the Pig War Hazy Daze — was one of the greatest - inspired by Don and Kenzie Selman. After a rendezvous at Scott Point the cruise went to Roche Harbor where the Pig War was re-enacted in Garrison Bay — "Hola Hola" was resplendent with a big pink Pig poking out of the hatch. Each vessel had a handmade cannon fashioned by Commodore Bill Hughes and Patrick Oswald. The cruise was divided into the "Brits" and the "Yanks" each in their colourful uniforms. Commodore Hughes Royal Navy (OP) (Order of the Pig), his squadron flying a huge Union Jack, led his courageous tars into battles singing Gilbert and Sullivan tunes. Commander John Downie USN (OP) (Order of the Pig) led the American force attired in Navy and Gold singing "I'm a Yankee Doodle Dandy" ashore in Garrison Bay. The war reached a crescendo of water balloons and cannon catapultes much to the delight of spectators and the local Press who gave the battle front page the next day. Each side, of course, claimed victory. Who really won we will never know. We understand in the real Pig War, the Pig was the only casualty. The opposing forces retired to lick their wounds and rendezvoused again at Reed Island. A very memorable event.

In 1983 the Hazy Daze cruise chaired by Darrell Jones attracted 20 boats on what was termed "Captain Vancouver's Voyage of Discovery". From its rendezvous at Secret Cove the cruise traversed Agamemnon Channel through Skookumchuck Rapids to a quiet moorage and then back to Harmony Islands before travelling to Princess Louisa Inlet and Chatterbox Falls. An innovation on this cruise was the effective mix of people achieved by the assignment of guests to particular boats at the Happy Hour. Everyone really got to know everybody. Each participant received a distinguished plaque with an engraving of the plan of HMS Discovery.

In 1984 John Downie chaired the cruise. He was a veteran contributor to every Hazy Daze and a raft commander of extraordinary talent. His fun cruise to the San Juan's reflected his experience. The theme was Olympic and the Olympic Flame was lit by two Grecian maidens at the rendezvous at Scott Point. From there the cruise went to Todd Inlet amid the Fireworks of Butchart Gardens. Then to the U.S. and the Jazz festival in Roche Harbor. The quiet waters of Sucia followed and then well rested, they wound up the cruise with a dinner in Bedwell Harbour — a tip of the Olympic Flame

to you John.

The 1985 Hazy Daze was unique. Brent and Gayle Naylor chaired this cruise and any weight watchers could really watch their weight - go on. This was the dream cuisine cruise of all time. From marvelous Mexican to fabulous French food, the group ran the gamut through to tacky tid-bits as they pooled the mouldy munchies at the end. Who could forget the gift of the black fly creation by the Mary J.'s captain and first mate. And can Pendrell Sound forget the echoing of the water sports teams cheering for the winners. Desolation Sound once again was the popular area for another unforgettable cruise, but who can top this one!

The Hazy Daze Cruise continues to welcome new members and provide a vehicle for making new friendships and explore new waters. New boaters are learning seamanship in a very practical way: how to anchor, how to raft, even how to take a boat in tow. Each fall at the reunion dinner the experience is relived through the exchange of photographs and anecdotes. Altogether these cruises have made a valuable contribution to the life of the Club and may they continue to do so.

LABOUR DAY CRUISE

by Joyce MacCrostie

Harrison Hot Springs was the popular spot for the 1971 Labour Day Cruise. With high water, it was a perfect voyage — a caravan of ships looking for an oasis. The watering hole was found at Harrison Hotel and a welcoming host it was.

1972 was the year Jack Charles and his famous Hotei undertook to lead the fleet through another cruise. (Information regarding the number of boats entering the Labour Day Cruises during the years 1971-1973 is varying, and your writer can only guess at a dozen or so each year.)

1973 was the year of low water on the Fraser, so the adventurous group sailed to Tugboat, and then on to the Maple Bay Regatta.

1974 was again the Harrison Hot Springs Roving Regatta and from all accounts was an unqualified success.

1975 Ed and Millie Dueck offered their lovely Knapp Island for this cruise and a marvelous lamb barbeque was a highlight. Close to twenty boats nudged around Ed's Docks and a noted event was an "unpredictable log race" won by Ralph Jordan.

1976 Gerald Hamilton decided a little adventure was due, so up the coast to Secret Cove sailed the intrepid leader and his following of ten ships. The rains came, but tarps, food, drink and fun made the week end one to remember.

1977 Scott Point, newly acquired and officially opened in July, was the star of this cruise. John and Louise Adams and Art and Sylvia Naylor chaired a very good cruise where dock space was at a premium with over 40 boats



wanting to be in on our newest outstation's party. A good barbeque rounded out a great week end.

1978 Joyce and Watson MacCrostie were lucky enough to find a super committee who helped to make this cruise different and to establish a new format. It consisted of a welcoming cocktail party, children's games and swimming races (medals galore) a lamb barbecue (spit and cooking done by an island resident) and a Las Vegas Night with funny money. The latter resulted in enough proceeds to assure no assessments were levied for the cruise. Cold rainy weather didn't keep back 40 boats and over 150 people. John Erickson and Barrie Smythe were two of the idea men and carried on their pit boss work for some years.

1979 The sun shone this time and Scott Point saw over 50 boats and 200 people dock and raft to make another memorable cruise. The format was as in the previous year, and it did seem to work in all respects. The same great group did a wonderful job of making everyone happy. The lambs increased to nine and Casino Night again produced enough for the costs to be nil.

1980 Joyce and Watson MacCrostie were third time lucky to chair this cruise and with the never ending cheerful help from the super committee added to the cheers to find the biggest numbers of boats and people ever on Labour Day Weekend. Scott Point docks bulged with over 60 boats and 260 people. Everything increased in number, including the future Olympic swimmers (medals galore) eleven lambs, a huge cocktail party, prizes for Casino Night, and the salads that appeared from that tiny kitchen! The A frames have proven a marvelous haven for guests or non boaters, and added yet another dimension to this great week end.

1981 Jim Dudley and Jean Almas chaired this super cruise and managed to give 55 boats and 250 people a place to dock or raft — even if it meant ducking the ferry's wake! Who could forget Jack Brown, the green wharfinger, and the beginning of the flop in the pool party? Eleven lambs cooking spurred on the kids to win 45 medals, and casino night was a real winner. Cooperation is the name of the game for this weekend, and it is contagious, outrageous, and completely great. A first class time.

1982 it looked like the year of the belly flop, even though the 1981 cruise really started the idea. Dona and Newton Wolverton and Elizabeth and Nigel Clark chaired this cruise. The sight of water being displaced by the gallons by the plunge of the great bellies was something to behold, and definitely a highlight. You had to be there to believe it. Again the lambs were great — a huge pit is dug each year and is quite a production, especially to see more than eleven lambs roasting. The pattern persists and does seem to become better each year. Casino night was the best, and work becomes fun. Like Ol' Man River, we just keep rolling along.

1983 Bigger must be better. This year Kathy and Bob Butterfield, Ted and Mary Smith, and Joy and John Parks chaired this cruise and what a job they did! 55 boats, 265 people, more games, great parties, junior olympics, and "Keep Fit" classes. They must have meant keep "it" for the belly flop. Were eleven lambs enough? Were three days enough?? Not really, we vote for an extended Labour Day Week End.

1984 60 boats and too many people to count started the cruise at Scott Point for chairmen (persons) Jeanette and Larry Terrace and Roberta and David Birnie. As though events repeated from past years were not enough, these innovative people started adult games, team sports - the outdoor kinds. The black sheep and the white sheep teams baaad to look good. Volley ball, windsurfing, exercising, and who knows what else added to the list of events. Another great cruise to record. Now if we could just get the bugler to play with a muffler — — —.

1985 Numbers of people this year are up to five short of three hundred. A record. Jeanette and Larry Terrace and Margaret and Bill Kershaw chaired this incredible cruise to Scott Point. It should have been called "You Name It, We have It", or "You Want It, We'll Do It"! One highlight was the male members of the black and white volleyball teams playing with their cute little white cotton tails wagging behind them. All sheep costumes from now on will be obsolete. The events following the pattern of past years were smashing successes. The lambs and the carvers were so numerous this year, one lost count. A truly fantastic week end in every way.

This write up would not be complete without mentioning some special names. Patrick Oswald, the lamb man, David Rolfe, and Ralph Smith, the bankers, John and Bobs Macfarlane the games bosses, Bill Botham, Howard and Peggy Naphtali, and most of the past Commodore's from the past 15 years, Lyall Bell, and Milt Goodman, the world's best photographer. They

are special because since Labour Day cruises began at Scott Point, these people have attended and worked at every one, or at the least all but one. **THE TEAM.**

The Tugboat Island Fishing Derby

This cruise was spawned by Robert Gibson in 1967. The reason for the event is somewhat piscine and piscivorous and the objective is to boat the largest salmon of the cruise and thereby win the Tugboat Island Fishing Derby Perpetual Trophy. It is a fun weekend and open to club members and guests. In addition to the Perpetual Trophy several other prizes are awarded for various "accomplishments". Fifty boats and two hundred fishermen, more or less, manage to navigate their way across the Strait to enjoy an excellent weekend.

Jack Charles with his Hotei II has greatly assisted in the success of many of these Derbies. His efforts have been most appreciated. The last seven years have been superbly organized and hosted by Larry Groberman. The many thanks and congratulations tendered him have been well deserved. The winners of the Trophy are to be found on page 384.



THANKSGIVING CRUISE

by Joyce MacCrostie

It is interesting to note that the first Thanksgiving Cruise reported in these Annals (1971) went to Indian Arm. The last Cruise in 1985 also went

to Indian Arm. During that fifteen year period, these were the book ends, unique in the fact that they were the only two cruises to that area.

In 1971 Jack Gibbs chaired a cruise to remember. Granite Falls, Indian Arm, was the site of a well organized cruise that had everything. The big Turkey Dinner was on a Saturday, followed by dancing. Sunday was brunch day and races and sports abounded. Dr. Jack Harrison's famous "Amateur Night" rounded off the week end and no doubt many famous musicians graduated from Dr. Jack's school.

1972 Thanksgiving Cruise is not recorded on paper and memories seem fuzzy about the event, therefore your writer will have to assume it was a quiet weekend.

The Cruise to Alexandra Island was reinstated in 1973, and also for the following year, but again no statistics are available.

1975 was an unusual Cruise. Gerald Hamilton had planned an "up the river to Langley" Cruise, but the low water on the Fraser dampened any plans for that route. Not to be deterred, Gerald charged on to Langley for a land Cruise. Club member and kind host Fritz Zeigler offered a luncheon and tour of his famous castle. This was a highlight of a different Cruise indeed!

Back to Alexandra Island the next year where twenty-five boats wended their way through rain and fog. Tarps kept the spirits dry (every kind) and it was party time. Surgery was performed on turkeys and hams by M.D.s Gordon Westgate, Jack Harrison and Watson MacCrostie and John Downie kept his own Casino Night going strong. Variety is the spice in these Cruises.

The next two Cruises returned to Alexandra and over sixty people turned up for each. Boats were numerous enough to raft two or three deep — always a sign of a good party. Gordon Billings chaired both these Cruises and did a first class job. Sailors and power boaters vied for the best spaces and the docks held up.

The Club knew a good thing when it discovered John and Bobs Macfarlane. These two chaired the Thanksgiving Cruises to Alexandra Island for the next four years. Bobs introduced a little magic chef somewhere and now hot foods kept appearing. The bandstand platform was put into greater use for various events, and the docks took the strain of 35-40 boats each year and from 90 to 100 people each Cruise. The trails on the Island were put to good use, walking off all those calories, no doubt. The weather is not a factor, it would seem, as records state the rain and fog kept right on coming along with R.V.Y.C. boats each year.

Numbers are going up at Alexandra for Thanksgiving week end. In 1983, 105 people invaded the little green rock and over 35 boats rafted out three deep. Bill and Maureen Hill and Rob McGregor chaired this Cruise and whatever magic they worked turned the three days into sunshine, sunshine, sunshine. Nine turkeys and five hams were only the beginning of a great time.



Bill Earle chaired the Cruise in 1984 again to Alexandra and despite the too familiar rain and fog made it a great Cruise for over 100 people. Docked and rafted and rocking under tarps and any other coverings available, the cocktail party, the turkey dinner and the camaraderie combined to give enough warmth to make this a wonderful week end. Question of the year — is the bandstand going under cover? Yes, in 1985.

1985 brings the full circle to Indian Arm again. This incredible Cruise at Wigwam Inn was indeed more than a feather in the cap of Chief Bill Earle who chaired this week end. It was hard to believe, even if you were there — even then it was astonishing. The first Cruise to the Club's newest outstation, officially opened in June 1985, had a welcoming pot luck dinner, dancing, Commodore's pancake breakfast, turkey dinner with all the trimmings, marshmallow roasts, singsongs around the campfire, walking, hiking — even boating — and numerous indoor games for children. A special song written and taped by member Nelson Bazuik and helicopter rides arranged by Ralph Jordan were two more highlights in this amazing week end. Even the weather cooperated. 234 people signed in to record this exciting event, and the sight of over seventy boats docked neatly in a row in the newly extended dock area was quite beautiful. What a week end!

A permanent record of this historic time is displayed in the main hall of the Jericho Clubhouse and lists names of all those lucky enough to have been there.



Coal Harbour Marina



Jericho Marina



Wigwam Inn



Alexandra Island



Tugboat Island



Scott Point



Secret Cove



Andrew Saxton's "Saxony"



*Patrick Oswald & Alex Wood
bring the lambs to ewe at Scott Point*



*Commodore David Rolfe & Margaret Rolfe
opening the Mermaid Inn, 1980*



Tom & Freda Trapp's "Smitty"



Wink & Noelle Vogel's "Dream Machine"



R.V.Y.C. Staff





Ron Cliff's "Sea Q", Bob Brodie's "Horizon V" at Riggs Glacier, Alaska, 1977





R.V.Y.C.'s Commodore's Cannon



Opening Day Sunset Ceremony
480





Triton's wet day in the sun



Brown bagging it



John Erickson & your ed



*Past Commodore Lyall Bell
at Seattle
483*



*Future Olympic Stars
at Scott Point, Labour Day Cruise*



*Commodore Bob Brodie - Where's the key?
Commodore's Cruise, Tugboat Island, 1978*



Jay-Jay Rogers' "Kay Dee II"



*Button Killam's Stained Glass Window
at Jericho*



*H.R.H. The Duke of Edinburgh K.G. K.T.
at Jericho Clubhouse, 1983*



The 'Dragon' World Championship Trophy

Seattle Opening Day

SEATTLE OPENING DAY

by Lyall Bell

Our boating association with Seattle extends back to the last century when several abortive attempts were made to form a yacht club in Vancouver. Finally, in 1903, a representative of the Seattle Times persuaded some Vancouver citizens to form a yacht club in Vancouver. Thus was born the Vancouver Yacht Club. Since then, there have been many hotly contested sailing races between the yacht clubs of the Vancouver and Seattle areas.

Seattle Opening Day, the first Saturday in May, has been held since the early 1900s. It is hosted by the Seattle Yacht Club and all yacht clubs in the Pacific Northwest (U.S.A. and Canada) are invited to attend. In the last few years there have been approximately 300 to 400 boats in the actual sail past and from 5000 to 6000 spectator boats, moored on each side of the Sail Past Course, extending well into Lake Washington to the East of the Commodore's Barge Flagship. The Sail Past is watched by approximately 150,000 to 200,000 people and a great portion of it is televised.

The Wilson Trophy for Opening Day Seamanship is the most contentious of the many trophies associated with the Seattle Sail Past. It is a replica of a Spanish Canon and was donated in 1977 by Chet and Pat Wilson of the Seattle Yacht Club. The Canon is presented to a group of seven or more boats exhibiting the best in seamanship, boat and crew dressing and naval type procedure during the Sail Past.

R.V.Y.C. has brought home this coveted Wilson Trophy eight times in the years 1977-1980, 1982-1985. In 1981, the Trophy was won for S.Y.C. by the outstanding performance of a group of seven red painted C & C sailboats, each with a very smartly dressed crew.

R.V.Y.C. has been represented in the Seattle Opening Day activities since 1961. At first, only one or two boats attended. The Wanderer and Xanadu were two of the earliest boats to enter the Sail Past. Lyall Bell, Doan Hartnell, Bob Orr and Temple Wright were some of the early R.V.Y.C. members to attend. By 1985, the number of R.V.Y.C. boats had increased to 18-23 each year and upwards of 100 or more members.



*S.Y.C. Opening Day Executive Committee Members
with Lyall & Kay Bell*

Our first official trip to Seattle was under Commodore Bill Killam (Porpoise III) in 1964. The boats and skippers taking part in the Sail Past were:

Porpoise III (Bill Killam)	Smitty (Tom Trapp)
Takulli (Doan Hartnell)	Four Bells (Lyall Bell)
Malecite (Bill Orr,	Russlore (Bob Orr)
Ed Dueck, crew)	Camiram III (Mac Bowell)
Riot IV (Ron Runge)	

In the early part of the year, well before Opening Day, a greatly anticipated and welcome event occurs at R.V.Y.C.. This is the visitation from S.Y.C. of its Executive Committee Members for Opening Day, when they deliver a formal invitation to R.V.Y.C. to attend the Seattle Opening Day and take part in accompanying festivities. A reception, followed by dinner, is enjoyed by our Visitors and Executive Members of R.V.Y.C.

Ed. note

Past Commodore Lyall Bell has attended the Seattle Opening Day Event for the past 25 consecutive years. For the last 20 years Lyall has organized, chaired and "commanded" the R.V.Y.C. Flotilla to the Seattle Opening Day.

In 1981 the Seattle Yacht Club honoured Lyall with a special plaque commemorating his 22 years of attendance and in 1985 he was honoured by being elected Honorary Life Member of the Seattle Yacht Club.

Offshore Stations

R.V.Y.C. OFFSHORE STATIONS

by W. Ross Morton, M.D.

with supplements by

Robert Gibson

Watson MacCrostie, M.D.

Ralph Jordan

Al Tranfield

Many members believe that the club's greatest assets are our five offshore stations; Alexandra Island, Scott Point, Secret Cove, Tugboat Island, and Wigwam Inn. Each has a special charm and attraction to various people and has been a means of bringing together old and new members through the fellowship of weekend and holiday outings, organized cruises, and volunteer workparties. Much has been accomplished on these stations through the dedicated labours and personal interests of such people as Jack Charles, Geof Coleman, Dudley Barnes, Bonar Davis, Bob Gibson, Ernest Kingsley, Art Meakin, Bob Orr, Neil Thomson, Al Tranfield, Alex & Jack Wood, and many others.

Tugboat Island: See pp. 214, 360-61, "Annals of the R.V.Y.C. 1903-1970."

This 28 acre island, house and dock purchased by the club in 1960 for \$27,000.00, was the first offshore station. In November the first workparty redecked the dock and raised the "Mizzen Mast" of the Shirley Jane donated by Fred J. Whitcroft. During the winter a bulldozer, barged from Gabriola Island, levelled the playing field and cut a 6' trail through the centre of the island to the east side.

A cedar log breakwater, fashioned from bundles of cedar logs donated by J.V. Christensen, was placed across the north extension of our water lot to protect the floats from the wash of boats entering Silva Bay and the waves from north-west winds.

of polyethylene encased styrofoam and cross bracing to withstand waves and tide was installed.

The pavilion deck, ravaged by dry-rot, was torn down, rebuilt on a solid foundation, and covered with a waterproof surface to prevent a repetition of dry-rot degradation.

The caretaker's residence had the paper-board walls removed, was re-wired to code, insulated, gyproc walls installed, and the kitchen and bathroom cabinets replaced with modern fixtures.

As a result of being in such tip-top condition, this outstation was the most neglected, work-wise, in 1985. A new 15 foot boat and 20hp motor were purchased for our caretaker Bill Bailey and family. Bill re-roofed the woodshed and did extensive work on the playing field and the grounds.

Due to the extreme drought, Tugboat experienced a water shortage during 1985. This will have to be addressed before 1986 either by improved water management, the addition of more storage tanks, or installation of a desalination system.

Hopefully the coming years will see this beautiful island retain its natural charm, its trails, birds, animals, and quiet spots where one can go to read or appreciate nature.

Alexandra Island: See pp. 214, 362 "Annals of the R.V.Y.C., 1903-1970"

Alexandra Island was discovered and charted during the survey by Capt. George H. Richards during the years 1858-1863. The island was apparently named in honour of the Princess Alexandra who became Queen Consort to Edward VII. The name "Alexandra" appears in 1865 on the British Admiralty "Chart for the Waters of Burrard Inlet."

Alexandra Island was crown property until Feb. 16, 1910 when it was sold to Oscar Hanson for \$5.00, with the exception of a strip of land 1 chain in width above high water mark. Hanson built a house and lived on the island until the mid twenties.

On Aug. 10, 1923, Hanson declared himself destitute and unable to care for himself at the age of 77 years. He assigned the island back to the Provincial Government "upon trust for the use of the Provincial Home".

On Oct. 6, 1924 the 1 chain strip of land above high water mark was purchased from the Crown for \$1.00 by John William MacDougall. Later in the same month (Oct. 27) the entire island was sold to MacDougall for \$90.00.

MacDougall sold Alexandra Island to Capt. B.L. Johnson on Feb. 4, 1930 for \$400.00 Johnson leased the island in 1960 to R.V.Y.C. for the following 21 years at \$1.00 per year. In 1965 R.V.Y.C. bought Alexandra Island from "Barney Johnson" for \$15,000.00

A water lot of 2.9 acres was obtained in 1971.

Since 1971 extensive repairs and maintenance have been required on the 470' of heavy log floats and long (165') mooring chains and anchors. Squamish winds and squalls and winter storms are particularly hard on the moorings.

Two major improvements were completed at this outstation during the 1985 year. The first was the transformation of the old bandstand into an attractive Gazebo type pavilion by the addition of new walls and a roof. This was accomplished under the capable supervision of Lee McGuire and some expert hard working volunteers. The second was the supply and installation of 600' of new floats with a specially designed anchor system. The floats are specially constructed to withstand the Squamish winds and are secured every 45' by the chain and nylon rope anchoring system.

The Alexandra Island water system is supplied by a plastic pipe from across the bay and is failing. Neil Thomson and Bob Orr have devised a plan to upgrade the source and this could be implemented this fall. Also thanks to Bob Orr for rebuilding the Barbecue and supplying the excellent grate.

Alexandra Island, some 20 miles from Vancouver, has been a popular overnight trip for members and a convenient sheltered site when seas in the Strait of Georgia are high.

For many years the Island has been the rendezvous for the Thanksgiving Cruise.

Secret Cove

In 1970 the club purchased Gibraltar Estates from Bob & Bill Orr, Bob Gibson, Loring Foster, Gunner Wilson, and Alex Healey; the site is now known as R.V.Y.C.'s Secret Cove Offshore Station. Pilings had been driven and Bob Orr in Owaissa towed the 350' float from Coal Harbour to Secret Cove only to find ice ½" thick over the bay. Unprotected by ironwood, the bow of Owaissa was deeply scored manoeuvring the float into place.

In 1974 flush toilets and a new pan-abode building were installed. In 1976 shore footings and the ramp were improved and a new stairway to the restrooms built. For the next few years minor repairs and maintenance was carried out by workparties organized by Past Commodore, Bob Gibson and Bob Orr.

In 1982 the 800 lb. aluminum ramp was delivered from Coal Harbour aboard Hotei II and installed on a re-inforced landing. A fresh water supply line was connected to the Sechelt Peninsula water mains in 1983, delivering a reliable fresh water supply to the washrooms, dock, and along the 350' float. Fresh water was available to wash boats and replenish depleted water

tanks on trips to and from Desolation Sound, etc. This reliable connection replaced the frequently non-functioning, inadequate shoreline water supply.

The pan-abode building was cleaned and waterproof stained in 1984 while the stairway was power washed and painted, handrails and the float bullrails were painted.

In 1985, a large work party rebuilt and redecked the Secret Cove floats. All of the lumber was trucked to the waters edge near the entrance to the Cove and ferried to the floats on a 14' aluminum boat. Jack Charles and eight of his amazing crew arrived on the Hotei II at 1030 hours on March 29th and by mid afternoon the next day the job, including burning of the old decking, was complete. Eleven other stalward Members volunteers hauled and burned lumber, installed non-skid wire on the board walk and rebuilt the water system.

Later in the year Bob Orr held his annual painting and clean-up work party to paint bull rails, hand rails, etc.

Secret Cove is to most members a "stopping off" place to and from Desolation Sound and is a welcome haven when seas have been rough coming from Vancouver or Powell River. A few locals such as Rear Commodore Alex Wood and Bob Gibson Jr. spend much of the summer there.

Scott Point:

Our fourth offshore station was purchased on April 4, 1977. After much hard work on the grounds and buildings by volunteer Club workparties, Scott Point Offshore Station was officially opened on July 2, 1977 by Commodore E.R. (Ted) Loftus, with over 60 vessels of the R.V.Y.C. in attendance.

During 1978 the swimming pool was redecked and painted, the float at the foot of the ramp rebuilt, and the log breakwater replaced by logs donated by Mr. Jack Christensen. The exterior of the pavilion was sanded and revarnished.

D float and a connector float were built in 1979. The well pump was replaced and a septic tank field laid.

In 1980 Jim and Sandy Ballantyne were appointed caretakers. The laundry room foundation infested with termites was replaced and new shower stalls and laundry equipment were installed. The south-east corner of the caretaker's residence, kept damp by earth piled against the house, was also termite infested and required new foundation supports and a partial new floor.

Three new piles were driven by a passing piledriver in anticipation of further float expansion. Unfortunately, all three were discovered three years

later to be some 15' beyond our water lot.

In 1981 all floats were re-wired with 20 amp service circuits and night lights. Two floats were rebuilt, a fibreglass diving board installed, and a pool blanket bought to conserve electricity. The pool pumphouse was painted, residence re-roofed, and the ceiling was insulated. New clothes washer and dryers, an oil fired hot water tank, and a new roof and flooring were additions to the laundry room.

The walk-in freezer compressor was completely overhauled at some expense and the building re-roofed and painted.

In 1982 a new float was built and the wooden ramp replaced with an aluminum one. The new pool furnace, filter, and pool blanket reduced the fuel bill by 75%. A compressor for sandblasting paint and varnish from the pool and buildings was acquired so all buildings were stripped of old varnish and finished with water-proof Natural Cedar Olympic Stain in order to reduce wood decay and make preparations and maintenance of the pavilion, residence, laundry, and four cottages less time consuming.

In December, 1982 a severe storm from the south-east combined with very high tides lifted the south-east deck off its supports and some floats over their pilings, breaking and damaging these structures beyond repair. Jack Charles and his crew on a volunteer workparty dismantled and rebuilt the deck and stairs leading to the cottages. A new aluminum ramp replaced the wooden one destroyed in the storm.

Spring, 1983 found Al Tranfield and his friends spending a week at Scott Point pouring concrete footings and replacing the foundation support beams of both the pavilion and residence. A \$5,000.00 job was completed for less than \$1,500.00. Bonar Davis, Dudley Barnes, and Al Tranfield then undertook the job of removing the arbutus trees overgrowing the laundry. In September a 190' concrete, rock, and rubble breakwater was constructed 4' higher than high water at the southern extent of our waterlot to protect the floats and decks. Once the new breakwater had shown that it was effective against tides and south-east winds, the logical sequence was to improve the waterlot layout and install new floats. a 350' shoreline float along with seven 165' long finger floats were constructed and extend to within 10' of the easterly waterlot boundary thus providing accommodation for some 60 boats on the floats and accommodation for three times that many when rafting. Considerable difficulty was encountered driving piles and the outer ones had to be set in holes drilled in the rocky bottom. An upgraded electrical supply was obtained with two, 300 amp services on the floats to provide full 20 amp service to each boat. Night lights and automatic on-off sensors were installed at the same time. During the summer a large arbutus tree growing over the caretaker's house was removed and the unsightly workshop moved to the carport area.

In 1985, considerable work was accomplished at this Outstation this year. The four cottages were upgraded with new appliances, lighting and accessories and are now in top condition. Out sincere thanks to Bob Gibson for donating the four electric ranges. The leak in the pool was found to be a defective one-way valve and was corrected. Some minor cracks were repaired and the pool repainted by Jim Ballantyne in time for the spring opening. Members should make a point of thanking Nelson Bazuik for donating and installing the artificial grass carpeting around the pool.

On April 13th, Jack Charles ferried a large work party across on his Hotei II. Jack and crew rebuilt the north ramp platform from the piles up, a truly remarkable one-day accomplishment. Gary Hammonds organized the remaining volunteer Members who constructed the children's playground, built new flower beds and installed the street lighting to the cottages. Welcome additions were a children's swing and an outdoor checker board donated by Mrs. Eleanor Malkin.

Scott Point has been a very popular station for families during the summer; in fact, it has been so popular that visits were limited to a two week stay. With the enlarged float facilities this has been increased to three weeks per month. The Labour Day lamb barbeque has also become an annual event over subscribed each year.

Wigwam Inn 1906-1985:

Wigwam Inn has one of the most fascinating and chequered histories of any property in the Greater Vancouver area. It was constructed in 1906, to provide a luxury resort lodge in the wilderness. The financial backing was, mainly, by German interests and was a successful enterprise until the First World War when the German operators fled the country. Thereafter, the Inn changed ownership many times.

During the 30's, 40's, and early 50's, Wigwam Inn had a California owner who leased it to the local Harbour Navigation Co. Within this period there was little or no maintenance so that the property deteriorated and became inoperative. In the 1950's the Inn was modernized, a swimming pool was added and it again operated as a hotel. Many of the original furnishings were still there, and visitors could get a glimpse of what life in the grand style had been like. Business was not as brisk as the owner had hoped, and eventually financial problems forced him to close the doors and sell.

In the early 60's, Wigwam Inn was a short-lived, illegal gambling casino until it was raided and closed by the R.C.M.P. Rumour has it that several of our well-known members have more knowledge of this event than they wish to admit.

The late 60's and early 70's saw an Albertan attempt a one-man restoration of leaking roofs, broken windows, stolen doors and vandalized building. Time and money ran out and the Inn lay dormant until 1980 when it was again purchased and a complete remodelling and restoration was undertaken and completed.

The R.V.Y.C., on April 10, 1985, purchased the building, grounds, and docks, and Wigwam Inn became our fifth offshore station at a cost of \$220,000.00. At this time, the building, grounds, docks, generators, furnaces and all systems were again in a state of disrepair, neglect and deferred maintenance.

The building is 17,000 square feet, three storied with a finished basement at ground level, 18 hotel rooms, 18 new, completely equipped bathrooms, new brass beds, new carpets, wardrobes, etc. The galley is all new with stainless steel equipment and meets all health and food codes.

The grounds cover 156 acres of land, some cleared and some forested, situated at the north end of Indian Arm. The adjacent waterlot now accommodates 770 lineal feet of dock space with moorage available on both sides. The area is accessible only by boat or plane.

THE VIEW IS SUPERB!!

WIGWAM INN, 1985

by Ralph Jordan

A special Committee was formed to make this station operational under the Chairmanship of Ralph Jordan, ably assisted by Al Tranfield, Roy Summerfield and Norm Modeland. Club members, too numerous to mention, volunteered most of the labour, and donated supplies and equipment. The following is a summation of tasks which took thousands of man-hours to complete, and mentions some of the equipment donated.

In the early spring, work began which represented the power of positive thinking. Numerous signs were designed, ordered and installed by Robert Gibson Sr. A new power service pole was installed and sagging wires raised to a safe height. The small finger floats were removed and all the docks were repaired, raised and levelled. A 2-storey suite was designed and built for the caretaker using 4 hotel rooms, leaving 14 hotel rooms, 7 on each floor. The

suite was designed similar to a boat with all its systems separate from the main building. Installed were 12 volt wiring, batteries, constavolt, propane fridge, stove, hot water heater and individual heaters.

As hydro is not available at Wigwam, all power was produced by four generators, a 75 Kw, and a 42 Kw. The 42 Kw was replaced with a 4 $\frac{3}{4}$ Kw generator which serves the caretaker's needs and any small group for approximately 6 hours a day use, using less than 1 gallon of diesel fuel per day. A new motor was installed on the 25 Kw generator which is sufficient to run everything in the building for cruises or large groups. The 75 Kw generator was serviced and repaired and serves as a standby in case of a failure of the 25 Kw generator. This work was undertaken and completed under the supervision of Ian Bailey. The generator shed was renovated, repainted and re-roofed.

The seawall in front of the building was rebuilt and restored. The roof was sagging over the front porch and the gutter overflowing onto the front stairs. The rotten posts were jacked up, cut off and concrete poured under them thus levelling the roof. The water system from the dam up the canyon was restored. A new flagpole was designed, fabricated and donated by Ray Brittain and painted and erected by Tom Bridge. The interior of the building was completely repainted and all exterior trim, railing, fascia boards, gutters and siding touched up. All other buildings and structures were painted. Everything was pressure washed to remove dirt, stains, moss etc. The furnaces and thermostats were put in working order. The fireplaces were cleaned and repaired, a new firescreen was installed on the main fireplace. New Astroturf was installed on the front porch.

A committee under the direction of Marj Bridge packed all the hotel dishes, utensils etc. which were sent to the Jericho Clubhouse. The weathered hand carved front doors were stripped, sanded and restored by Bob Osborne. The restoration and painting of the bare totem pole in authentic Salish colours was organized by David Jordan. Gardens and grounds proved to be the biggest job, as they were completely overgrown and covered with debris. Dozens of members worked hundreds of hours to restore the grounds to their present attractive condition. Mary Jordan and Marnie Summerfield headed up this important project. There were many other jobs done, both inside and outside, that are too numerous to mention. Altogether it was a monumental task and was completed by June 23, 1985.

Under the chairmanship of Milt Goodman the station was officially opened on June 23, 1985 by Commodore A.J. Patrick Oswald, with over 600 Club Members in attendance. The Blessing was given by the Club's Honorary Chaplain, Canon J. Whinfield Robinson.

In late August, 1985, the old floats from Alexandra Island were towed to Wigwam. On the way, a storm blew up and the docks were destroyed. Again, the members formed large work parties and in three weeks the docks

were rebuilt and in place. Five, three-pile dolphins were driven to hold the new docks.

Shortly after the rebuilding was complete, the first Thanksgiving Cruise at Wigwam was held with approximately 70 boats attending. The largest number of boats ever on a Thanksgiving Cruise, also the most that have ever been moored at one time in the almost 80 year history of Wigwam.



The Hermitage

Renovations - Jericho

REBUILDING OF THE JERICHO CLUBHOUSE

by Robert G. Brodie

In 1976 the By-Laws of the RVYC prescribed the duties of the Vice-Commodore, “. . .He shall have jurisdiction of the Jericho premises, clubhouse and grounds”. At the annual general meeting in November, 1976 Robert G. Brodie was elected Vice-Commodore and therefore assumed this responsibility. The RVYC was facing serious problems with the Clubhouse and these problems were divided into two general areas: Problems with the Authorities and Other Problems.

Problems with the Authorities

The Fire Marshall required two totally-enclosed fire escapes leading from the second storey to the ground. These were to be located one at each end of the building. They were to be equipped with fire doors, panic hardware, and exit lights. The entire clubhouse required emergency lighting.

The Health Department required that we correct our sewage problem. Roughly ten times in the past year, raw sewage had backed up in the basement - twice it was deep enough to extinguish the furnace. At one time the Health Inspector happened to witness an occurrence and he was not pleased -particularly when so much of our food was stored in the basement. The Health Department ordered the RVYC to resurface immediately the kitchen floor, the dry food storage area, kitchen shelves and walk-in cooler, and the male staff washroom. They ordered us to remove the ice machine from the furnace room and move it to a properly surfaced area which did not exist. They required further that we upgrade the following items (quoting directly from their letter): “the ceiling in the men’s changeroom should be changed to a washable surface; the basement shower room requires resurfacing. “The bar ceiling requires resurfacing with smooth, impervious, washable tiles. The carpet flooring must be removed from any service area.”

The Liquor Control Board required that we install bathroom facilities on the top floor - both for men and women. Further, they required that we comply with the requirements of the Fire Marshall because they won’t per-

mit liquor to be served where a fire hazard exists. This meant that if we did not build the fire escapes, we would probably lose our liquor license.

The Labour Department required that our staff have proper toilets, changing room, and a lunch room, separate from the membership. At that time, we did not comply. Furthermore, our offices were deplorable cubbyholes in the basement.

The City Planning Department had advised us that it would resist any plan to change the appearance and character of our clubhouse. It would accept certain renovations but would not accept demolition. We were advised that two consequences could follow if we attempted to demolish. First, that the clubhouse would be declared a heritage building, and second, that we would be required to provide at least 220 parking spaces on our property at a cost of well over \$1-million. Furthermore, since ours was a "non-conforming" use, any new structure might be disallowed. The problem was further complicated by the building code which required that if a significant portion of the building were being renovated, then the *entire* building would have to be brought up to the building code.

Other Problems

The Kitchen

The first kitchen problem was with refrigeration. In the basement we had a refrigeration area that was totally inadequate to store sufficient food. Consequently, in peak periods we would experience run-outs. The location in the basement was extremely inefficient as it required staff to run up and down the stairs and worst of all, the location rendered controls almost ineffective.

The second problem was with the dishwasher which exhausted directly into the kitchen. This created a "steam-bath" effect.

The third problem was with kitchen ventilation. The big exhaust fans over the stove removed large volumes of air. The make-up air was unfiltered because it was provided through open windows, doors, and a skylight. This provided access for flies, insects, and airborne pollution directly into the area where food was being prepared.

The final problem was inefficiency. The entire kitchen had grown like topsy, had not been properly planned, and was inefficient.

Linen Storage - In the fall of 1976 linen was kept in a few open shelves and mostly heaped on the floor at the entrance to the kitchen.

Electrical Problems - The clubhouse experienced recurring power failures because the building had a maze of wires that had stemmed from piecemeal alterations over 50 years. Many of the circuits were overloaded and much of the wiring was perished.

Heating System - The club had a serious problem with temperature control because the entire building was operated on one zone with one thermostat located in the Main Lounge. Consequently, some areas were almost always uncomfortable, either too hot or too cold.

Showers - There were no showers for the ladies. The men's showers were dangerous because the light fixture was hanging from two wires that extended down from the ceiling. Furthermore, the men's showers were disgusting.

Sailors' Inn - There was a little "inn" in the basement which was unsightly, ill-equipped, and had no view. Consequently, between races, most sailors left the clubhouse in disgust and went elsewhere to get food.

Liquor Lockers - There were only 414 liquor lockers but there were 925 members. Consequently, the advantages of liquor lockers were being lost to over half our members. Furthermore, there was no place to build any more lockers. An increasing Membership exacerbated the problem.

Food Handling - Food was carried up from the kitchen to the second floor by hand, on trays, up the stairs. This was both inefficient and unsanitary.

Liquor and Ice Handling - Liquor was stored in the basement and ice was made in the basement. Both were carried by hand, up two flights of stairs to the bar area. Everyday our club employed two porters to carry bottles of beer, liquor, mixer and ice up these two flights of stairs and to carry empties down these same steps to the basement.

Floor in the Main Lounge - The floor in the Main Lounge was loose and squeaked. In one spot it was worn right through.

Bad Plumbing - We had a recurring problem of bad plumbing which resulted in water pouring through the ceiling into the Main Lounge. This was particularly embarrassing when a function was being held in the Main Lounge.

As a result of all these problems, a Special General Meeting was held on December 6, 1976. That meeting was attended by 245 members who voted 76% in favour of a renovation which would require bank borrowing of \$800,000 and a special monthly assessment of \$9.00 per member. An additional assessment of \$3.00 per member was approved for the purchase of Scott Point for a total of \$12.00 per member.

The plans for a renovation were in a rudimentary form up to this point and now proper drawings had to be prepared. Mr. Allan C. Kelly, a member of our club since 1947 and an architect by profession, had prepared the initial drawings and he was commissioned to prepare the final working drawings and specifications.

At the outset, Mr. Kelly believed this could be accomplished by mid-April. However, the complexity of the renovation required two and a half months longer than he anticipated. In total he prepared 45 pages of working drawings and a list of specifications which resembled a telephone book.

On June 24, 1977 there was a final de-commissioning party. At that time a ceremony was held and the Blue Ensign was officially lowered and given

by Vice-Commodore Robert G. Brodie to Commodore Ted Loftus for safekeeping until such time as the clubhouse would be once again worthy of flying a Royal Ensign.

On July 4th, 1977 tenders were called and, while the club was waiting for the bids, the clubhouse was prepared. This was a colossal job. Every trophy had to be photographed and catalogued and stored. All the club pictures and burgees, furniture, rugs, tables, even light fixtures had to be removed and stored for future use. All the office staff and business records had to be gathered up, sorted, and moved. And throughout this move, the office had to keep functioning. Temporary quarters were set up on the parking lot.

On July 22, 1977 the bids were opened. The lowest bid was for \$895,000 plus a fixed fee of \$28,000 and a time limit of 240 days. Since this exceeded the approved sum of \$800,000 the Executive Committee decided to go back to the members to request an increase in the authorized borrowing.

A special general meeting was held on August 31, but the members voted against an increase of \$450,000 to complete the job. Consequently, a small Building Committee was formed. It was comprised of Chairman (and Past Commodore) Robert Gibson, Loring W. Foster, and Douglas R. Day. This Committee approved the basic plan of renovation but recommended that it be divided into phases. They recommended that the Basement and Main Floors be left in their present condition for the time being and that the kitchen and certain work which was "external" to these areas be designated Phase I and be undertaken forthwith. Future phases would be considered in the light of funds available and other priorities.

The Executive committee approved these recommendations, and since the main floor of the clubhouse would not be involved in Phase 1, the Executive directed that the clubhouse be re-opened and the temporary quarters removed. Construction proceeded immediately in the kitchen (which by this time had been closed by the Health Department) and a building permit for Phase I was received on September 30, 1977.

Construction on the building started in November 1977 and proceeded at a feverish pace in order that the top floor would be ready for Opening Day May 13, 1978. The goal was met and the official opening occurred at a dinner dance the night before Opening Day.

A huge tent was erected on the front lawn for a cocktail party. Following this, newly elected Commodore Robert Brodie officiated at a special ceremony on the front lawn. The architect (Allan C. Kelly) and the members of the building committee (Past Commodore Robert Gibson, Loring Foster, and Doug Day) were congratulated, and the Honourary Chaplain Canon Whinfield Robinson said the Blessing for the new premises. Past Commodore Ted Loftus returned the Blue Ensign to Vice-Commodore David Rolfe and the Royal Flag was once again hoisted to the yard arm. Following the ceremony, a piper led the hundred of happy members into the clubhouse and up the stairs where they had their first view of the renovation.

Following Opening Day, the Building Committee proceeded with the Main floor. The official re-opening of the Main Floor was celebrated at a special dinner dance on September 28, 1978. With the top two floors completed and functioning well, the Building Committee now turned its attention to the Basement.

Up to this date the basement of the clubhouse had been just that, a dark dingy basement used primarily for storage. However, it was recognized that the club should capitalize on its magnificent view to the north. Accordingly, large holes were cut in the foundations on the northerly wall, a patio lounge was built, and large concrete patios were built outside the lounge. The purpose of this was to create a pleasant area where sailors could gather in their sailing attire without offending the people in the upper floors of the club.

The original assessment had been \$12.00 per month to cover \$800,000 for the clubhouse and \$300,000 for Scott Point. On September 14, 1978 another Special General Meeting was called to increase the assessment from \$12.00 per month to \$16.00 per month and to raise the maximum borrowing to \$1,500,000. Members were so pleased with the progress of the clubhouse that they voted 92.5% in favour of the new assessment.

The construction proceeded on the ground floor and included the Patio Lounge, Board Room, a room for wet gear, showers for Men and Women, an Archives Room, and outside patios. In addition, new quarters were provided for the staff, including lunch room, men's and ladies' change rooms and showers. Construction was completed in the spring of 1979.

Just five years later the debt was fully paid and the Special Assessment terminated.



Ted Cruise's "Blue Spirit"



Neil Thomson's "Rose Point"



R.V.Y.C.'s "Blue Peter"

Ordnance and Artifacts

by Foster K. Dennison
Honorary Master Gunner

R.V.Y.C. Commodore's Cannon

By far the most prominent piece of ordnance that our Club has in its possession is the "Commodore's Cannon". It is displayed on a pedestal on the landing leading to the Marine Lounge and Model Room at our Jericho Clubhouse.

This muzzle loading cannon was cast in Mexico from a pattern over 100 years old. Cast in iron with a teak carriage and wheels, complete with metal lifting bars on both sides, it's approximate weight is in excess of 100 pounds.

The Commodore's Cannon was presented to the Club, as a permanent gift, by Past Commodore Robert G. Brodie, on the occasion of his retire-



ment from office. In his Deed of Gift Past Commodore Brodie referred to it as a "Ceremonial Cannon", to be used on such occasions as the current Commodore ordered. At the same time he created a new Commodore's Honorary appointment, that of "Master Gunner". Our first Master Gunner was Mr. Buzz Buzzelle.

Having dedicated this gun to the Club it was fired that night at the Annual General Meeting in 1979, and many Members hold vivid memories of its initial explosive power.

This cannon has become a tradition within the Club, and is used at the Commodore's command as a saluting gun at all Club functions, Ceremony



*1985 Commodore's Gun Crew
with
Honorary Master Gunner*

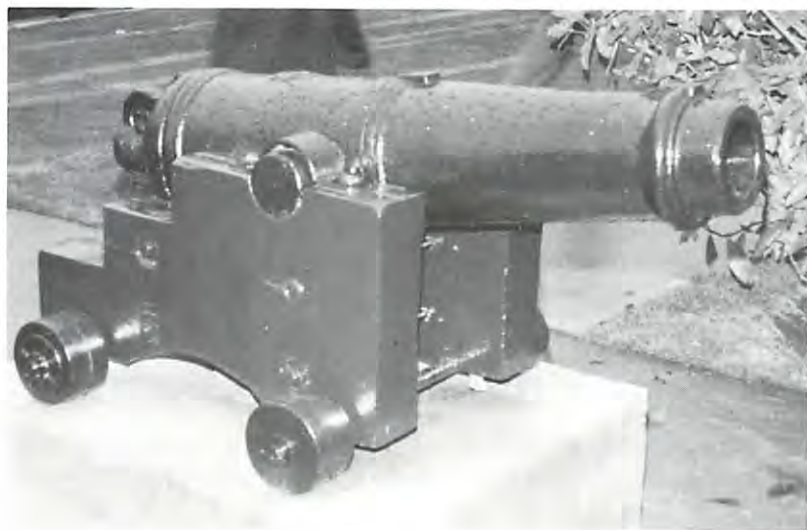
of the Flags, Opening Day Ceremonies, Sunset Ceremonies, Remembrance Day Services and any other special occasion as required by the Commodore.

The gun is now paraded and fired by a "Gun Crew" of dedicated Junior Members, in full uniform and colourful gunnery sashes. The gun is armed with 64 grams of black powder, ignited by a flaming torch and fuse, during which the Gun Crew perform an old and traditional Naval Gunnery Drill, under the direction of the Master Gunner.

The gun carriage bears three plaques. Please take time to read them as you mount the stairs to either the Model Room or Marine Lounge.

There are two similar cannons in our fleet: one on board "Horizon V"

and the other aboard "Sea Q". We might not be able to repel the enemy, but the combined fire power of these guns certainly could repel any boarders!



R.V.Y.C. CARRONADE

Perhaps the most visible, and the oldest piece of ordnance belonging to our Club, is the "Signal Cannon" that is mounted facing north towards English Bay in front of the Jericho Clubhouse.

While much speculation revolves around this old gun it has been established that it is a "carronade" of British Government issue, and most likely brought to the West Coast by one of His Majesty's ships of the Royal Navy.

"Carronades" were first designed and made in the late 1700's at Carron in Shropshire, Scotland, thus the name. It was a stumpy gun of short range, capable of battering wooden ship sides that were impervious to guns of lesser bore. Thus it became known as the "Smasher". It was capable, with a good crew, of firing two shots per minute. Weighing 1½ tons it could be trained over a wide arc when mounted on the forecastle, and was therefore the forerunner of trained guns. Firing a 68 lb. ball shot it was devastating at close range, but ineffective beyond 400 yards.

Two were mounted in 1803 in Nelson's flagship Victory, and undoubtedly saw service at the battle of Trafalgar.

Although primarily a naval gun, carronades were used extensively throughout the Napoleonic Wars, and even formed part of the Artillery at the Battle of Waterloo. They became standard ship's equipment in the first half of the 19th century, but were quickly replaced with the advent of rifled bores, and guns that were mounted so as to traverse a wide arc.

It has been suggested that this gun came from an office building across the road from the old Hastings Mill store, but this seems doubtful.

What we do know is that this carronade was presented to the Club by a member, J.E. MacRae, and accepted by the Executive on August 27th, 1906. Mr. MacRae was the owner/skipper of the 36 foot yawl "Four Winds", a sizeable vessel in the Club of those days. This was also the year that our Club received the Royal warrant, and this may have had some bearing on the presentation.

R.V.Y.C. LYLE GUN

This very interesting and unique artifact is not a cannon but rather a line throwing gun, which usually rests on the floor in the Model Room near the 5 o'clock table.

The gun is made of solid brass, machined, with an elm carriage, metal handles and re-enforcing metal trim. It was fired by striking a percussion pin-firing the primer and the charge.



This type of gun fired a heavy metal projectile, carrying a light line, out to a stranded or wrecked vessel that had gone aground on a lee shore. After a heavier line was passed between the shore and the stranded ship, a breeches buoy was then rigged to transfer the survivors from the wreck to the shore.

These guns were used extensively by all life saving societies around the world during the 1800's, and as our gun's date will attest, well into the 1900's, until helicopters became the method of removing survivors from wrecks.

Cast in 1905 it bears a stock number 655 but the foundry is only identified by the letters "L.M.F.". All guns of this type included a further three letters, in the case of our gun "R.I.W.", but research does not reveal the meaning of these letters.

While no one seems to know how this gun was acquired, no doubt it has been placed in its present position because some of the senior members sitting around the table would have memories of its use, and could muster a crew to put it to use should the need arise off our shoreline.

THE WILSON SEAMANSHIP TROPHY

While this gun does not belong to the Club, it is worth mentioning in this chapter because to date it has spent more time in the Royal Vancouver Yacht Club than at The Seattle Yacht Club, who are the real owners.

This gun is a replica of a Spanish naval cannon probably used to repel boarders.

In 1977 Mr. & Mrs. Chet Wilson of Seattle donated this cast iron cannon, mounted on a 19th century carriage, to their club as annual seamanship trophy for a group of seven or more boats to pass by the judging vessel at the Seattle Opening Day ceremonies.

Prior to the writing of this historical background to our Club, the "Wilson Seamanship Trophy" was successfully competed for by a R.V.Y.C. fleet under the direction of "Fleet Commodore" Lyall O. Bell.

With proper emphasis on ship's appearance, crew deployment, rigid attendance to protocol (if not diplomacy) Past Commodore Lyall O. Bell commanded the R.V.Y.C. fleet through Montlake Canal, past the judging barge, to win this prestigious trophy for the Club during the years 1977 to 1983. Only one year in 7 did the R.V.Y.C. fleet not bring this honoured trophy back to our Jericho Clubhouse.

Of course it has to be returned to Seattle each year, but to date seems much more at home in Vancouver. May it always rest in our good surroundings as long as we have a strong fleet to defend our early successes.

See p 398.

THE WINSOME TROPHY

Donated by Ches and Win Rickard in 1966 — brass machined model of a 32 pounder naval long gun complete with sea going carriage and brass trucks.

see p 401

[See PDF page 248 of Section 6](#)

THE “¼ TON TROPHY”

Donated by Don Tyrell in 1977 (approx.) — Brass machined model of a naval long gun.

see p 346

[See PDF page 193 of Section 6](#)



John Howard-Gibbon's "Doxy"

Women's Sailing Activities

1971 - 1985

by Susan M. Liebert

Updating the history of women's sailing for the Annals of the Royal Vancouver Yacht Club seemed, at first, to be a fairly straight forward task. This, however, was not to prove the case. There has been a veritable explosion in interest and active participation in women's sailing events within the past fifteen years. What began as a wee sike has followed a course to the great oceans of the world.

The main attraction for women sailors at the R.V.Y.C., during the earlier years of the Club, was the "Ladies Skippers" race for the coveted Julian Cup donated by C.O. Julian in 1906. This concept of a competitive sailing event for women was an idea long ahead of its time and will surely be charted as the stepping-stone to a bright new era in women's sport sailing.

The list of Julian Cup winners is on pages 238, 239.

Many of these winners as well as many other talented, skilled and dedicated women continue to actively pursue their interest in sailing - some as crew and others as helmswomen. Looking back through the years, it is interesting to note where, how and why these women have become so keenly involved in this sport. A number of them have grown up through the junior programmes either at R.V.Y.C. or some other club. There are a few who followed through on a subject that simply caught their fancy. Most, however, were, or are, friends, daughters or wives of good sailors.

Of those who came through the earlier Junior Programme at R.V.Y.C., Cathy McPherson and Barb Ito are, perhaps, the most prominent. They were aggressive and competitive and succeeded in bridging the gap between what was a man's and what anyone thought a woman's role in that world could amount to. Cathy continues to compete in a wide range of sailing events and is well respected for her technical skill and boat handling ability.

A few years later in the Junior Programme, the names of Jenny Baird and Teesa Martin popped up again and again. Teesa, under the watchful eye of her father, Don Martin, is now competing in a larger spectrum of sailing contests and doing exceptionally well. Jenny turned her talent to sailing instruction and worked within the Junior sailing fleet for four or five years.

It would be extremely difficult to list all the races and regattas and the women who participated in these events but a few highlights might serve to sketch the course of progress. The women of this Club have come a long way, indeed.

The Royal Naval Sailing Association sponsors an annual single-handed race from Vancouver to Nanaimo and back. In 1973, Freydis Welland skippered "Unicorn", a Martin 29, in this event and came 3rd out of a fleet of 55 vessels. Freydis continued to compete into the 1980's and admitted that the most exciting memories stem back to crewing on other people's vessels — like "... that time during Swiftsure 1974 when we sailed through Race Rocks, quite literally through the rocks!"

In 1974, the World's Women's Sailing Championship (dinghies) was sailed off Hayling Island on the south coast of England. Two crews of two from R.V.Y.C. qualified for that event — Judy Day, Annabell Martin, Pam Dalik (Gordon) and Abby Foley. Off they went with their "coach", Barry Auger, to compete for an international trophy. They were assigned to borrowed boats and did not have the advantage of new sails and all the super-smooth paraphernalia that is necessary to win at that level. Judy said that it was a great lesson on what is required of both vessel and crew in order to be successful in such an event. She recalls that those crews from other places who found themselves in the same predicament sailed their own "... race within a race. ..." in an atmosphere of good sportsmanship and enjoyed the thrill of just being there.

Another young woman persistently committed to competition joined R.V.Y.C. in 1975 — Liza Copeland. She had crewed and helmed aboard a wide variety of vessels, including her own Dragon "Tantaliza", over the last ten years. Among other things, Liza was keenly interested in competing for the American Adams Cup. She is currently away on a two-year family sailing adventure in Europe.

Lainey Pardey was no less conspicuous on the waters of English Bay at that time. She was readily accepted aboard any racing vessel and was as good a crew as she was a helmswoman. In 1979, she organized the first women's crew to compete for the chance to represent R.V.Y.C. in the Pacific Challenge which is a match race series sponsored by the Club. She and her crew, Janet Kine, Mar Barbour, Lynne Brown, Freydis Welland, Sue Liebert and token "power man" John Kine were eliminated in the pretrials but she remembers the experience as being well worth the time and effort.

The name of yet another impetuous redhead was added to the list of keen sailors in 1975 — Lynne Brown. Lynne crewed in many R.V.Y.C. and bay area events but really honed her sailing skills while in England during 1976-77. She brought back to the women of the Club news of a women's event sponsored yearly by the Royal Lympington Yacht Club - the "Macnamara's Bowl". This series often attracted entries from Ireland, France,

Belgium and Italy but no team from Canada had ever been invited to attend. What a pity!

By the late 1970's, a great many women had made their mark on the sailing scene. Mary Light and Barbara Robinson were among these. They each owned their own vessels and participated enthusiastically in both racing and cruising events. Mary retired from racing a few years later. She has since sold "The Roving Eye" and is now happily cruising aboard "Cato", a super vessel which she can handle quite nicely by herself. Barbara is now a partner-owner of "Ultimatum" and still races from time to time. Her most recent success was with a crew of five other women in the spring of 1985 when she took top honours in the first annual Emily Carr Invitational Regatta sponsored by the Vancouver Women's Sailing Association.

Holly Maledy, a wee wisp of a woman who usually races disguised in a baseball cap and a baggy jacket, won singular recognition as she helmed "Adversary" and later "Sitka" in all the major races in this area from 1979 to 1983. It was inevitable that she would join forces with Lynne Brown to put together the first Canadian challenge team to go to England and compete for the Macnamara's Bowl. The year was 1980 and the result was an exciting win for the women of R.V.Y.C. Another team returned to England in 1985 but were, unfortunately, not as successful. They did, however, manage a respectable 4th place after all the points were tallied.

There are now several women racing regularly in the one-design fleets. Troy Kirtz who owns "Jai Alai", a J24, has been racing in that fleet since she joined the Club in 1982. She is a good helmswoman and, with an experienced crew, should continue to do well. Annie Pedersen has raced in the Dragon fleet over the past few years and she has recently been joined by a number of other interested young women — Lisa Carstensen and Moyra Van Nus are among these.

The women of R.V.Y.C. have, by no means, been restricted to the waters of English Bay and the Strait of Georgia. Joy Eastman has sailed up and down the west coast with her husband, Jim, aboard "Kimje". She has sailed the Alaska Panhandle three times, the Queen Charlottes three times and has circumnavigated Vancouver Island four times. Vita Simpson, Shirley Innes, Sandra Cronhelm and Phyllis Holland have cruised the Pacific Ocean and sailed to places beyond and all seem to have enjoyed the experience. Other women have been involved in the Victoria-Maui International Yacht Race either as part of the racing crew or part of the return crew. This is a 2300 mile adventure across the Pacific — one way! Barbara Dunfield, Jennifer Jones (Daniels), Patti Ann Long, Corinne Brynelsen and Sue Liebert can all wear this feather in their sailing caps.

From what was a single yearly event, the women of the Royal Vancouver Yacht Club have gone forward through the years to challenge more often and further afield — not only in events specifically designed for women, but

also in open events. It is not just the racing or the cruising but the camaraderie that has kindled the flame. Our ability to produce capable women sailors will continue to lie with those who care enough to pass on the skill and enthusiasm required to excel. The men of R.V.Y.C. have been most supportive through the years and it is, in part, due to people like Paul Cote, Ted Jefferys, Robert Black, Don Martin, Dave Miller, Steve Tupper and the many owners and skippers who were prepared to take on and train the "beginners" that we have come this far. Hopefully, the trend will continue and R.V.Y.C. may eventually boast of women sailors at the Olympic level. With this in mind, we happily look forward to the coming years.!



"Flying Juniors", 1985

Junior Activities

by Joyce MacCrostie

The Junior Training Program began in 1955 and by 1971 had become an established and excellent program for sailors from age ten years and up. The course includes instruction in seamanship, water safety, and sailing techniques. It runs for the first three weeks of July and August.

In 1971 the Juniors took part in all P.I.Y.A. events and the C.Y.A. eliminations. The Junior Training Program had 160 young people registered for instruction and the trend seemed to be for an increase in numbers for the future. The Sea Cadet Program was a very successful one and enthusiasm was running high for all the programs.

1972 was a year of activity for the Juniors in Regattas, one of the many being the Clarke Gibson Regatta hosted by R.V.Y.C. Plans were made this year to make the Club owned Flying Junior boats readily available under a controlled sailing program encompassing training and competitive events. Junior member, Fred Long, as skipper, placed first in the intermediate class of the B.C. Youth Championships in Montreal.

The Junior Executive, which plays a most important role in the Junior Activities, was very active and enthusiastic in 1973. The support and encouragement of the members of this executive boosted the number of both social and sailing events for the Juniors. This year saw the introduction of a new program of one Junior sailing with a cruising boat in the "Hot Rum" Series. This provided a broader scope of sailing especially with respect to larger boats. The Juniors again participated in many Regattas and again were supported by many Club members who gave time to help train them. It should be mentioned here that each year a member of the Club is appointed Honorary Junior Advisor and this member devotes a great deal of time and effort to supervise all the Junior Activities.

1974 was a year of keen competition in Regattas and the Juniors won the Clarke Gibson Trophy — an achievement with special meaning to the Club. The fleet of Flying Juniors had reached an age where most should be retired and a program of replacement was underway. Four Fireballs were purchased to begin this program and proved to be an incentive for the Juniors



*1985 "Commodore's Cup" Awards
presented by
Rear Admiral Robert Yanow*

to better themselves in the racing programs. There were participants in several national and international events and the Juniors gave a good account of themselves. The Junior Executive again was active in encouraging both social and sailing events.

Junior membership in 1975 increased to over 150, and a large number

of these members took part in the summer program. The Club purchased ten eight foot one man Optimist Dinghies for the nine to thirteen year olds and they proved to be popular and successful as training boats. The remainder of the Flying Juniors were repaired to the degree that they would be useful for some time to come.

The next year saw a steady growth in numbers of Juniors and membership increased to 175. The traditional Regattas drew good numbers of participants and the Club was represented well by three Juniors at the North American Junior Sailing Championships. Tom MacDonald and Barb Ito won the sixteen and under Championships for B.C. and went on to represent the Club in the Western Canadian. A new program, Lease a Laser, was introduced in 1976. Ten lasers were purchased and leased back to members on the understanding that the Club had use of the boats for the summer sailing program. Another program started in this year was the Junior Cruise to Tugboat Island. This cruise brought together a keen group of Juniors with many Seniors for a weekend of fun at the offshore station.

1977 was a year of increasing numbers of Juniors taking part in all events and in membership. Tom MacDonald represented the Club at the Canada summer Games in the Laser Class and won the Bronze Medal. Other Juniors took part in Regattas in Kingston and also in the North American Laser Championships in San Francisco Bay. The Sailing Program jumped in numbers with over 300 taking part. Eight instructors supervised this popular program and helped make it the best one in its 22 year history.

The years from 1978 through to 1980 showed a steady increase in members, programs and social events. Local races were well attended and both national and international events saw our Juniors competing strongly. The club was represented at events such as the Canadian Youth Championships, North American Championships, Canadian Optimist Dinghy Championships, Canadian Laser Championships and Canadian 420 Championships. The Club added ten new 420 Class racing dinghies for training and in 1978 offered training for eight year olds. Membership in 1980 stood close to 200.

1981 was a year of varied activities and enthusiastic participation. The Junior Executive planned several dances held in the Patio Lounge and also helped organize and run the marine auction. Programs were held from May to September at all levels. All boats used in the Junior training program were repaired and new sails kept the Optimists going well. Regattas on the local scene were numerous and R.V.Y.C. Juniors won the area eliminations for the Sears Cup — a good show, as this won them a place in the finals in the Eastern U.S. A Drill Team of Juniors trained by Honorary Master Gunner Foster Dennison, was a highlight at several ceremonies.

The Juniors became more involved in participating in both Junior and Senior activities in 1982. Social events were well organized by the Junior

Executive and numbers in membership steadily increased. The Drill Team offered a very colourful addition to the various ceremonial events and involved the Juniors in all official Club functions. A one design winter series proved to be popular, and the ever popular Clarke Gibson Regatta was again won by R.V.Y.C. Juniors. The Marine Auction, the Junior Cruise to Tugboat, the local Regattas, all established events that were very well attended this year. There was a large effort on the part of the Juniors in undertaking to help refurbish the Junior Room on the Jericho dock.

1983 was a busy ceremonial year for the Juniors involving them in the Remembrance Day service and the Opening Day ceremonies. The most special and important event for the R.V.Y.C. was the occasion of the Duke of Edinburgh's visit. The Juniors had the honour of being represented by their Drill Team. They also provided the appropriate ceremonial accompaniment for the Dragon World Championships closing ceremony. The Clarke Gibson Regatta was again taken by our Junior Team, and the Club hosted two B.C.S.A. events. One was the 19 and under Double Handed Championship and the second the Boardsailing Championships. A new idea put into practise this year was a 13 year and under Regatta. The Marine Auction and the popular Junior Cruise to Tugboat rounded out the busy schedule for the Juniors this year. Social events were well organized and even more popular.

The annual events taking place up to this year were continued on in 1984, and a new idea of Sunday racing from November through to February was put into effect. 1985 was an outstanding year in terms of participation of the Juniors in both sailing and social events. The Junior Executive served in some capacity at all official Club Functions and the Gun Crew added much colour to the ceremonies. The Junior Cruise to Tugboat included a sail boat race to the Island — always new ideas cropping up. This year the Club hosted the largest Youth Regatta in Canada's history, The Commodore's Cup". This was presented by Commodore Patrick Oswald after the sail training in our area for the summer. Over 200 people took part in this great event, providing a fitting conclusion for the best year ever for the Juniors of Royal Vancouver Yacht Club.

JUNIOR EXECUTIVES

*** Junior Commodore**

- 1971. ***Fred Long, Steve Bayly, Michael Gilley, Kevin Finnegan, Terry Holland, Dave Williams.**
- 1972. ***Steve Bayly, Kirby Burnett, Tony Dutton, Brian Gilley, Michael Gilley, Terry Holland, John Starck.**

-
1973. *Paul Louie, Steve Bayly, Kirby Burnett, Richard Cobanli, Frances Fraser, Brian Gilley, Michael Gilley, Ron Hamilton, Terry Holland, Bill Simpson.
1974. *Michael Gilley, Brian Gilley, Patrick Jukes, Paul Louie, Valerie Paynter, Drew Warriner, Steve Weatherall.
1975. *Brian Gilley, David Gish, Andrew Jukes, Paul Louie, Neil McAllister, Frances Mason, Renata Paynter, Robert Paynter.
1976. *Alan Fraser, Karen Fleischmann, Diana Gillis, David Jackson, Bob Jones, Pual Louie, Neil McAllister, Ken Scott.
1977. *David Jackson, Bruce Clark, Barb Ito, Tom MacDonald, Cathy McPherson, John Puddifoot, Ken Scott.
1978. *Barb Ito, Bruce Clark, Dwight Jefferson, Pat McLaughlin, Cathy McPherson, Rod Nicolls, John Puddifoot, Ken Scott.
1979. *Rod Nichols, Alex Boome, Alison Copeland, Brian Fournier, Geoff Hyatt, John Puddifoot.
1980. *Alison Copeland, Alex Boome, Barbara Jordan, David Jordan, Ross MacDonald, Andrew Veuger, Kris Vogel.
1981. *Alex Boome, Evan Bryn-Jones, Derek Smith, Chris Vogel, Barry Mitchell, Tricia Rolfe, Carl Van der Horst.
1982. *Barry Mitchell, Jennifer Baird, Sara Bradley, Michael Cragg, Philip Cragg, Andrew Alliott, Sandra Hughes, Teesa Martin, Bill Schatz, Leslie Wood.
1983. *Jason Rhodes, Rob Baker, Noleen Brown, Jim Hyslop, Ross MacDonald, John Polglase, Jane Puckering, Pat Rasmussen, Mark van der Horst, Kathy Wood, Lesley Wood.
1984. *Mark van der Horst, Rob Buchanan, Philip Cragg, Sandy Hughes, Jim Hyslop, Robin Liebert, Susan Stanfield, Kathy Wood.
1985. *Lesley Wood, Jamie Baker, Tom Bradbrooke, Scott Davis, Malcolm Earle, Teresa Earle, Erik Liebert, Robin Liebert, Susan Stanfield, Kathy Wood.



Dana Delaplace's "Truant"



Penn Taylor's "Corsair I"

Women's Committee Royal Vancouver Yacht Club

by Joyce MacCrostie

In 1980, the idea to form a Women's Committee was approved and accepted by the Commodore and Executive of the Royal Vancouver Yacht Club. The reasons for forming such a Committee were many, the main ones being to encourage friendships and promote participation by all women members of the Club.

A Nominating Committee was appointed to present a slate of officers and to suggest guidelines for a constitution.

The following women were named for this Committee:

Mar Barbour	Joyce MacCrostie
Suzanne Brodie	Liz McLean
Elaine Davis	Annabelle Martin
Judy Day	Elisa Olsen
Helen Heaney	Rosemary Wagner

Joyce MacCrostie was elected Chairman.

The first meeting was held in the Fireside Lounge area of the Jericho Clubhouse on September 4, 1980. There were 67 enthusiastic members present to elect the first slate of officers presented by the Nominating Committee.

President	Annabelle Martin
Vice-President	Mar Barbour
Treasurer	Mary Jordan
Secretary	Joan Wardell

The Constitution was adopted as read and the highlights of it reflect the need to have such a Committee in the Royal Vancouver Yacht Club. They are: to foster friendships, to enrich our knowledge of the Club, to promote participation of all women members of the Club, to develop and take part in social and boating events and to enhance our lives by being members of this group of women.

This membership is open to all women members of R.V.Y.C.

Early in 1981, Commodore Bill Kidner requested that the Women's Committee hold a Ball in order to raise funds for the Corinthian Trust Fund. The first Corinthian Ball was born! Althea Rasmussen and Joyce MacCrostie co-chaired this event and, because they had such excellent support from their chairmen of special committees, were able to report a successful evening. This October Gala realized over \$8,000.00 for the Trust Fund.

Monthly meetings were held during the first year and the first Annual Dinner meeting held in June.

A new President, Mar Barbour, was elected in 1981 and 77 members signed up. Fees were a nominal \$5.00 for a year. Mar initiated a second Annual Dinner for members and guests to be held in December. These two events have become major social evenings in the Club and are usually in the form of dinner and a fashion show, or with a speaker.

Dr. Barbara Robinson, the first woman to be elected to the Executive, acted as liaison for the Women's Committee in 1981, and she is an example of the great progress women have made in many fields today.

In 1982, Pauline Moan became the 3rd President. She appointed two Directors who represented power boating to the Executive. This act served to create a balance of ideas. It was a means of allowing the Women's Committee to grow from what was becoming mainly a sailing group. Because of the opportunities and talents of Lady Skippers such as Rosemary Wright, Sue Liebert, Megan Balmer, Lynne Brown, Mary Light and many others, the women sailors dominated the membership. This was a natural happening, as active participation of women power boaters was much more limited in opportunities. We learned, we grew, and we enjoyed.

In 1983, Sheila Snow-Cline became President and under her leadership the second Corinthian Ball was held. Megan Balmer chaired this event and succeeded in adding over \$3,000.00 to the Corinthian Trust Fund. Forty-three new members joined the Committee this year.

Special events, such as the Christmas Children's Party, life saving courses, and this year, radio courses necessary for all radio operators on the water, were taken over by the Women's Committee and have proved to be most popular.

Megan Balmer became President in 1984, and from then through 1985 she brought the same enthusiasm and dedication to her office as her predecessors. The before mentioned radio courses are only one of the many things initiated by her during her tenure.

The future of the Women's Committee seems to be smooth sailing.

The Chaplains

During the years 1971-1985, the R.V.Y.C. has been blessed with and by two men. Each of them has always shown a great love of the sea and this deep feeling has been apparent in their many services for this Club and its Members.

Canon Stanley Smith was Honorary Chaplain of the Club from 1956 to 1975. He was a well loved man — a man who not only devoted endless hours to conducting special services and functions at the Club, but also gave personal counselling to the members. His presence at many marriages, baptisms, committals at sea, and special events was a source of comfort and strength to so many. His unfailing good humour saw him save many occasions from disaster. He and his wife Evelyn have been greatly missed, their time with us greatly appreciated.



Canon Whinfield Robinson became Honorary Chaplain in 1975, and for the past 11 years has endeared himself to the members of R.V.Y.C. Like his predecessor, Canon Smith, Canon Robinson or "Whin" as he is affectionately called, has given so much of his time and energy to attending many services. He has provided us also with much comfort and solace in conducting services for committals and for personal needs. Whin's great love for the sea prompted him and his wife Dorie to become partners in the vessel "Free Enterprise". For many reasons, he has since given that up and devotes his time to the needs of others. Canon Robinson was made an Honorary Life Member of the Royal Vancouver Yacht Club in November, 1985 — an honour the Club felt privileged to bestow upon him.



Gordon Gibson's "Cape Beale"

The Eight Bells Club

ON CHRISTMAS EVE 1927 a group of businessmen associated with marine industries and members of the Royal Vancouver Yacht Club were gathered at the office of Dale & Company in the Pacific Building, Vancouver, exchanging good wishes and discussing amongst other things the high cost of living, when one of them, Capt. Charles Clarkson, of the Board of Marine Underwriters of San Francisco, made the remark that he was more concerned by the high cost of dying. He enlarged on the unreasonably high charges levied for undertaking services and proposed that a society be formed to perform the ceremony or act of committing the ashes of any deceased members to the sea.

The proposal caught on and prominent men on the waterfront were soon making inquiries, wishing to set up an organization to carry out the object outlined. Notable amongst these were E. R. (Jack) Cribb, Capt. B. L. Johnson, D.S.O., R.N., Lloyd's agent for B.C. and Mr. Sidney Smith, at that time one of our most outstanding marine lawyers (later Hon. Sidney Smith, Judge of the Supreme Court of B.C.), and the Harbour Master, Capt. A. H. Reed.

At a meeting called early in 1928, Mr. Sidney Smith was appointed Secretary and Capt. Reed appointed the Navigator to be in charge of all burials at sea. A bell was presented to the newly formed Eight Bells Club by Mr. William Howey of the B.C. Marine, reputed to be the ship's bell from the C.P.R. *Empress of Japan*, which had been previously scrapped and broken up in Vancouver Harbour. The purpose of this bell was that it be taken to the service with the time arranged that the committal would be as close to 4 p.m. as possible. At the end of the service eight bells were to be sounded to signify the End of the Watch, and later the deceased member's name engraved on the bell.

The first service conducted by the Eight Bells Club took place on English Bay off Point Atkinson in September, 1933, when the ashes of member William F. Beveridge were committed to the sea under the ceremonial rules laid down by the club.

The club only conducted six services in the following fifteen years, and on February 7th, 1947, a revised Constitution and By-Laws was adopted. Captain B. L. Johnson was elected President and H. F. Frederickson Secretary-Treasurer. (The club was incorporated under the Societies Act 1954.) Officers for the succeeding years have been

<i>Year</i>	<i>Chairman</i>	<i>Secretary-Treasurer</i>
1948	Capt. B. L. Johnson	H. F. Frederickson
1949	Capt. B. L. Johnson	H. F. Frederickson
1950	H. F. Frederickson	A. W. Nyblom
1951	H. F. Frederickson	A. W. Nyblom
1952	H. F. Frederickson	A. W. Nyblom
1953	H. F. Frederickson	A. W. Nyblom
1954	H. F. Frederickson	A. W. Nyblom
1955	H. F. Frederickson	A. W. Nyblom
1956	T. W. Ayres	C. J. Dill
1957	T. W. Ayres	C. J. Dill
1958	T. W. Ayres	E. D. Stone
1959	T. W. Ayres	E. D. Stone
1960	T. W. Ayres	E. D. Stone
1961	T. W. Ayres	E. D. Stone
1962	T. W. Ayres	E. D. Stone
1963	C. J. Dill	E. D. Stone
1964	C. J. Dill	E. D. Stone
1965	A. O. Scott	E. D. Stone
1966	A. O. Scott	E. D. Stone
1967	A. O. Scott	E. D. Stone
1968	E. D. Stone	J. S. Skinner
1969	T. F. (Bill) Orr	H. J. Bird
1970	Stan Morton	E. S. Earle
1971	Stan Morton	E. S. Earle

Names of the members for whom the service has been held and whose ashes have been committed to the sea and names engraved on the bell:

William F. Beveridge	Sept. 1933	E. A. Towns	May 1964
Bertram D. Phillips	Nov. 1934	R. E. Strain	May 1964
Ronald R. Maitland	April 1937	Harry Barratt	June 1965
Walter E. Graveley	Aug. 1939	Mrs. Harry Barratt	June 1965
Reginald W. Purves	Oct. 1941	G. G. Fleming	June 1965
H. F. Burton-Brooke	July 1945	T. H. Pakenham	June 1965
Ronald Kenvyn	April 1949	A. W. Nyblom	Aug. 1966
Rev. John Antle	Dec. 1949	Fred L. Townley	Nov. 1966
Alex Marshall	April 1950	Fred O. Mills	May 1967
Harry E. Wylie	Dec. 1951	S. Darnborough	June 1967
George Askew	Sept. 1954	W. S. Day	Aug. 1967
William A. Roedde	June 1955	Mrs. G. A. Cran	Oct. 1967
Harold A. Jones	Jan. 1957	J. Vans MacDonald	Nov. 1968
Mrs. E. Marsden	July 1957	Ron C. Runge	Mar. 1968
Dr. William J. Curry	July 1957	Mrs. C. J. Dill	Mar. 1968
H. St. C. Jellett	July 1957	Capt. B. L. Johnson	Nov. 1968
E. F. (Jack) Cribb	Sept. 1957	Mrs. E. D. Stone	Oct. 1969
George F. Gyles	April 1959	Mrs. B. L. Johnson	Mar. 1969
A. D. Lindsay	Oct. 1960	Temple H. Wright	Feb. 1970
R. R. Mackness	Oct. 1960	Miss Ruth M. Jones	May 1970
H. J. Barkes	Aug. 1961	Bertram R. Tupper	Nov. 1970
D. M. MacDonald	Aug. 1961	F. W. Urry	1971
Douglas P. Urry	Nov. 1961	Mrs. Eulalie Blygh	1971
Mrs. Anna E. Sprott	Nov. 1961	J. A. Longley	1971
		Mrs. Williamson	1971

CHAPTER 21

The Eight Bells Club

by Jack Halse & Marion Wright



EIGHT BELLS CLUB

The history of the Eight Bells Club is recorded on page 405 of the "Annals of the R.V.Y.C. 1903-1970".

The years 1971-1985 have seen the membership increase from 75 to 135 and committal services were held for 47 members.

Members listed in the Year Books for 1971-1985.

* Deceased members.

- | | |
|-------------------------|----------------------|
| Akhurst, H.W. | *Culter, L. |
| Almas, Jean | *Davidson, K.G.S. |
| Andrews, Alex L. | Davis, B.A. |
| Andrews, Mrs. Alex L. | Davis, Mrs. B.A. |
| *Ayres, T.W. | Day, D.R. |
| *Baird, T.W. | *Day, R.W.R. |
| Baker, Dr. H.G. | *Day, Mrs. Wm. S. |
| *Baker, Russel | Delaplace, R.A. |
| Balmer, Dr. J.E. | Dennison, R.K. |
| Balmer, Mrs. J.E. | *Dill, Cedric J. |
| Barford, Mrs. D.A. | Dolmage, W.G. |
| Bell, L.O. | Douglas, F. |
| Bell, Mrs. L.O. | Downward, John C. |
| Bicknell, R.J. | Dudley, J.J. |
| Bird, H.J. | Dunn, J. |
| Bird, Mrs. H.J. | Dunn, Mrs. J. |
| *Blygh, Mrs. E. | *Earle, Ernest S. |
| Brown, J.V. | Emdall, Capt. R.P. |
| Brown, Mrs. J.V. | Errett, Ronald B. |
| Brown, R.H. | Evans, P.V.O. |
| *Bunnell, F.R. | *Ferguson, R.M. |
| Bunnell, Mrs. F.R. | *Ferguson, Mrs. G.M. |
| Carruthers, H. | *Ferrie, Col. C. |
| Cellier, Y. | Fladgate, D.G. |
| Cellier, Mrs. Y. | Floyd, A.G. |
| Charlton, F.W. | Forsyth, A.J.B. |
| Christensen, J.V. | *Fox, E.F. |
| *Christensen, Mrs. J.V. | *Frederickson, H.T. |
| *Clark, K.G. | Garrard, Mrs. A.B. |
| Clark, Mrs. K.G. | *Gerrard, W.G. |
| *Cowper, D. | Gerrard, Mrs. W.G. |
| *Cowper, Mrs. D. | *Gibbs, J.F. |
| Cran, G.A. | Gibbs, Mrs. J.F. |
| Crotty, R.I.P. | Gibson, N.E. |
| *Crotty, Mrs. R.I.P. | Gibson, R. |

- Gibson, Mrs. R.
*Gill, A.F.
*Gill, Mrs. A.F.
Godwin, F.
Godwin, Mrs. F.
Gray, Mrs. H.S.
*Grenfell, T.E.
Guest, G.T.
Gyles, C.H.
Halse, J.S.
Halse, Mrs. J.S.
Hamilton, William
Hammonds, G.
Hammonds, Mrs. G.
Heaney, J.C.
Heaney, Mrs. J.C.
Hearn, R.H.G.
Hendrie, P.
Holme, Douglas K.
Holme, Mrs. Douglas K.
Hood, Thomas E.
Hunt, M.J.
*Hurford, W.L.
*James, Mrs.
Jefferys, E.E.
Jenkins, R.F.
*Johnson, Capt. B.D.L.
Johnson, Mrs. B.D.L.
Jordan, Mrs. Ralph D.
Killam, E.
Killam, F.R.
*Kyle, L.
Leslie, J.P.
Lochhead, K.Y.
*Longley, J.A.
Lucas, M.J.
Lucas, Mrs. M.J.
McCarvill, N.R.
MacCrostie, Dr. M.W.
MacCrostie, Mrs. M.W.
*McMillan, Dr. J.A.
*Mackay, S.L.
Mackay, Mrs. S.L.
Mackness, Mrs. E.
Mackenzie, R.L.
Mackenzie, Mrs. R.L.
Maitland, J.D.
*Maitland, Robert R.
*Maitland, Mrs. Robert R.
Manning, N.B.
Marsden, E.
Meakin, A.H.
Meakin, Mrs. A.H.
Miller, G.
*Milne, Harry A.
Money, W.T.
*Morrow, William R.
Morrow, Mrs. William R.
Morton, S.
Morton, Mrs. S.
Orr, T.F.
*Ortengren, J.
Ortengren, Mrs. J.
O'Toole, J.C.
O'Toole, Mrs. J.C.
*Overholt, J.D.
*Pakenham, Mrs. T.H.
Parsons, G.R.
Parsons, Mrs. G.R.
*Pedlow, Dr. A.L.
Polglase, Dr. W.J.
Polglase, Mrs. W.J.
Price, S.R.
Price, Mrs. S.R.
Proctor, R.B.
*Ramsbotham, D.H.
*Rendell, H.
*Rendell, Mrs. H.
Richardson, M.L.
Richardson, Mrs. M.H.
Robinson, Cannon J.W.
*Robinson, Mrs. J.W.
Runge, Mrs. J.
Sampson, Dr. J.A.
Scott, A.O.
Scott, Mrs. A.O.

Shuley, Peter
*Simmers, A.L.
*Simpson, A.E.
*Skinner, J.S.
Skinner, Mrs. J.S.
Southwell, C.R.
*Steede, J.H.
*Steede, Mrs. J.H.
Stoess, T.
*Stone, Ed
Strain, Mrs. E.
Summerfield, R.H.
Summerfield, Mrs. R.H.
Taylor, E.P.
*Taylor, J.E.
*Terry, Capt. Stanley
Thomson, N.C.

Thurston, K.T.
Tupper, Mrs. Dorothy
*Urry, F.W.
Wackenroeder, Mrs. H.
Walker, Cliff B.
Watt, K.G.
Watt, Mrs. K.G.
Webb, Mrs. C.
*Westwood, Rose E.
Whitcroft, F.J.
White, J.G.
Williamson, J.G.
Williamson, Mrs. J.G.
*Wilson, P.R.
Wilson, Mrs. P.R.
Wotherspoon, D.F.
Wright, O.
Wright, Mrs. Temple H.



Jericho Clubhouse, 1985

Notorious Characters

The Easter Bunny

The Easter Bunny is every child's dream of the fantasy part of the Easter holiday. He is the story book world come to life. The Bunny appears at the Easter Cruise early Sunday morning, rain or shine, to the great delight of children and adults. He has hidden eggs all over the egg hunt area and when he gives the signal all the young ones are off and running. John Downie has been the lovable Bunny for over 12 years and has made this a most important part of the Easter Cruise. May his long ears and furry coat grace this cruise for many more years.

See color photo on PDF page 80
of this Section

The Santa Claus of R.V.Y.C.

This jolly round figure in red visits the Club every year in early December for the annual Christmas party for children. The Women's Committee now looks after this traditional event and, along with Santa, makes it a very special day in the hearts of the ones from four years and up.

There are movies, a magic show, lunch, and all the exciting things that make a party fun. Parents may stay or not, and the ones who do enjoy it as much as the little ones. Santa makes his appearance towards the end of the festivities and each child meets him, sits on Santa's knee, and receives a gift. Lloyd Campbell has been Santa Clause for the past twenty-eight years — a remarkable record. He *is* Santa Claus to all of us at R.V.Y.C.

See color photo on PDF page 80
of this Section



*Past Commodore Jack Halse
with
Major T. Jamieson Quirk*

Of Special Interest

The Aneroid Barometer

The Coal Harbour Aneroid Barometer has been in the Club as long as any present member but the donor is unknown. For many years it hung on the wall of the old Mermaid Inn Lounge, the face was broken, the case was cracked and the mechanism didn't work. The instrument had been hand made and no local firm seemed able to repair it. Harold Richardson, a son of one of our former members and now in Summerland, the owner of The Precision Instrument company cut and ground a new face glass, re-made the case and repaired the mechanism. The barometer now hangs on the wall of the new Mermaid Inn. It is not a trophy.



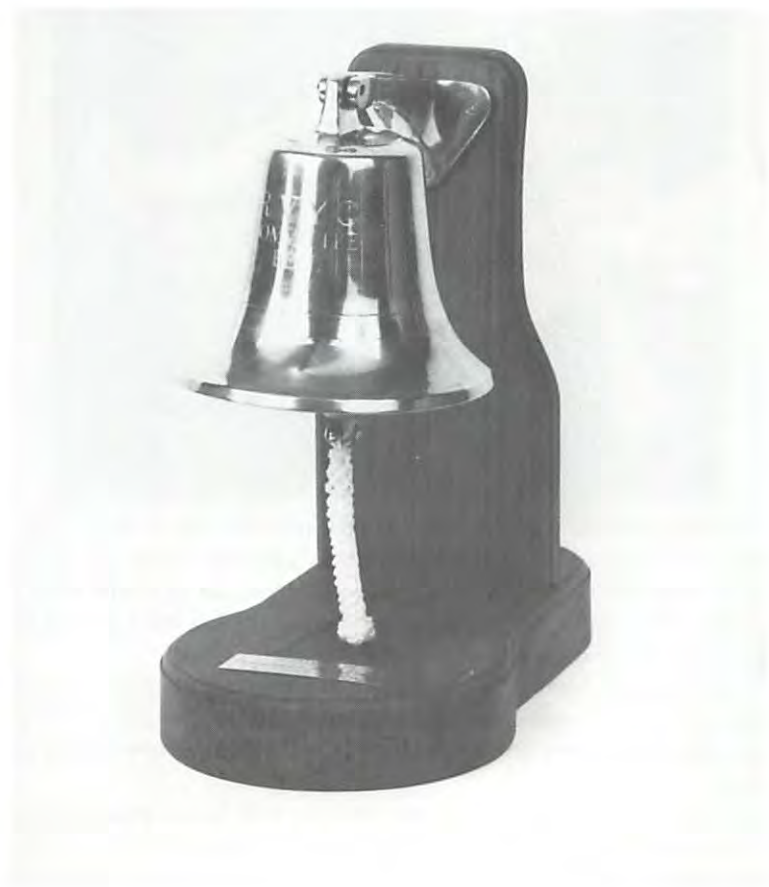
The Ship's Mercury Barometer

The ship's barometer that had been mounted on the wall of the foyer of our Club had hung there for many years. It disappeared when the Club was stripped for renovations and was not found until several years later. It was found in a dark corner of the Club's boiler room, tarnished, covered with grime, the threads seized solid and the mercury lost. This instrument also was taken to Summerland and restored to its original working condition. It now hangs in the northwest trophy case in the Fireside Lounge of the Clubhouse. It is there for security. It is not a trophy.



The Commodore's Bell

For many years, the Executive Committee was called to order by several mundane means such as striking a glass with a spoon or a glass with a glass. This procedure became so irritating to one of our members that on the occasion of his retiring as Commodore in 1981, a bell named the "Commodore's Bell" was presented for the future Executive Committees by Past Commodore William T. Kidner. The bell, when not in use, is kept in the main trophy case. It is not a trophy.



The Lahaina Anchor



The first official Victoria to Maui International Yacht Race took place in 1968. The sponsoring clubs became the Lahaina Yacht Club and the R.V.Y.C. and the race became a bi-annual event. In the following years, many new friendships and a great deal of goodwill has been generated between the members of the two clubs.

The "Lahaina Anchor" was found in the Auau Channel by Scuba divers, brought ashore in a very coral-encrusted and eroded condition and put up for sale. Its origin is unknown but thought to be from a New Bedford whaling ship.

Our Past Commodore John Long together with Vice-Commorodre Warren Hinton and Commodore William Wookey, both of L.Y.C., conceived the idea of an exchange of gifts between the two clubs as a testimonial of goodwill and friendship. Consequently, today there is a B.C. Totem Pole standing in the Lahaina Club and the Lahaina Anchor is made fast to our Club's grounds.

The Stained Glass Window

See PDF page 84 of this Section

This window graces the south end of the upper foyer of the Clubhouse where it forms a background for the Commodore's Signal Cannon. It was commissioned and donated to the Club by Past Commodore Jim Heaney. The design was executed by our Club member, Button Tomsen Killam, and was installed in its present position in May, 1984.

The window is made with glass from the St. Gobain factory in France and hand blown glass from the Fremont Glass Co. in Washington State. It depicts our Club's basic concept of an integrated fellowship interested in sail and power boating.

SEE IT

during the day and also at night for the full effect of its beauty.

Another stained glass window, depicting the Crest of the R.V.Y.C., is to be seen at the Mermaid Inn in Coal Harbour. It also is a creation of Button Killam.



THE E.S. EARLE MEMORIAL

This memorial, presented by the Earle family, may be seen as one enters the Club foyer. It is placed above the visitor's register.

"Ernie Earle" joined the R.V.Y.C. in 1952 and for many years in the '50's and '60's served in such areas as the Executive Committee, Sailing Committee, Rear Commodore's Committee, Hydrographer's Committee and especially the Race Committee. In 1958 he was Race Committee Chairman for the North American International Junior Sailing Championships. Ernie and Norm Park were largely responsible for the success of Frostbiting in the R.V.Y.C. On the "Urry Maru" and the Committee Boats Ernie Earle always did a "Bang-Up" 12 gauge job and he will long be remembered.

E.S. Earle is well chronicled in R.V.Y.C.'s Annals 1903-1970.

E.S. Earle can be "searched" in Section 1 - History, Part 1

Long Range Planning Committee

by Robert Gibson

The tremendous growth of the Club's physical assets during the 60's and 70's saw the construction of our complete Jericho Marina, the Coal Harbour shelter program, lifters and expansion, the acquisition of four off-shore stations, and the complete rebuilding and refurbishing of our Jericho Clubhouse.

In 1981, Commodore William Hughes, in reviewing this rapid growth, realized the necessity of looking ahead to protect and improve these assets, and to plan for a steady and sustained growth in the future.

On December 10, 1981, Commodore Hughes appointed Past-Commodore Robert Gibson to be Chairman of a new committee to be named the Long Range Planning Committee.

His instructions asked the committee to review all aspects of our Club, particularly our parking facilities, waterlot usage at Jericho and Coal Harbour, a review of our out-stations, further out-stations acquisitions, possibly in Indian Arm area.

The Long Range Planning Committee brought down the report in September, 1982, presenting it first to the Flag Officers of the Club, and then to a full meeting of the 1981 Executive, and all Past Commodores.

This report was well received, and during 1983 and 1984 much of the report has been implemented at Scott Point, Tugboat Island, Coal Harbour and Jericho Marina.

Much credit is due Past Commodore William Hughes for his foresight in the creation of the Long Range Planning Committee.