

INTRODUCTION TO SECTION 3 – RACING

This section includes information drawn from all three volumes and so, information in this section is not as consistently presented as in the “History” sections. Cruising by sail and power are covered in this section and there is some information on predicted log racing. Much of the section is devoted to accounts of particular events or classes, such as Vic-Maui or the Dragon Class.

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.

Early International Races

SAIL AND POWER

AS FAR AS THE RECORDS GO, the first international race in which a Vancouver yacht took part was in Bellingham Bay, at Fairhaven, on July 4th, 1891. The local contender was the *Siren*, a five-ton cutter, 30 feet overall, with 1200 square feet of sail area.

She was specifically designed and built by Capt. Billy Watts, founder of Vancouver Shipyard, to outrace all comers. She had her workout in Burrard Inlet on Dominion Day 1891, when Watts outsailed Andy Linton's famous speed queen *May*, which was skippered by the old maestro, Walter Graveley.

So Watts sailed to Bellingham with a crew consisting of J. W. McFie, Dr. Bob Mathison, D. S. McKenzie, Dr. C. H. Gatewood and Jim McKay. At Fairhaven he picked up a local man who knew the tides. The six competing boats included the *Ariadne* of Herreshoff design, considered the queen of Puget Sound waters.

The race started at 10 a.m., with a nice westerly breeze of about ten knots. The first leg, six miles, was sailed with a started sheet. *Siren* jockeyed herself into the windward berth and boomed off with mainsail, two jibs and a club topsail.

"After getting in the lead in the first half mile," Captain Watts recalled many years after, "the lug of the mast band at the shrouds pulled out, so I took in the kites. J. W. McFie, carrying a marlinspike and a piece of new one inch manila, went up that shroud like a cat and had the shroud fastened in less than five minutes. Even with this delay, we were first round the stake boat. The wind was freshening and the next leg was a thrash to windward. That was where we put it to the Herreshoff boat, which was our next astern.

"The wind had freshened to fifteen knots and we stormed along under mainsail and jib. This leg was about eight miles out to Lummi Island. On rounding the second stake boat, we broke out a big spinnaker, sent up the topsail and we came down that stretch at ten to twelve knots, winning by more than half an hour."

Captain Watts recalled that the committee presented him with a purse of gold to the amount of \$80, but as a new hotel was being opened that day, the Vancouver contingent left the purse in American waters . . . for value received!

The *Ariadne* got her chance to revenge her defeat several years later, when she came up to Vancouver for the 1896 Dominion Day regatta. That race is vividly recalled by veteran R.V.Y.C. member Billy Breeze, who helped crew *Ariadne* on that occasion.

Here is how Mr. Breeze recalls that memorable race:

"In 1896 a carnival was arranged to celebrate the tenth birthday of Vancouver. A yacht race, open to all comers, was widely advertised, and entries were received from the *Wideawake* of Victoria, the *Ariadne* of Bellingham, the *Copper Queen* from Crofton, and a new boat from Nanaimo called the *Whisk*.

"There were, of course, as entries from Vancouver, Andy Linton's *May*, Billy Watts' *Siren*, and Hayden's *Triton*, so there was quite a showing when they all jockeyed up to the line.

"The race was sailed on a typical summer day, and the prize of \$200 cash was won by *Ariadne* of Bellingham.

"The *Ariadne* was owned and sailed by W. E. Abbott, an old friend of my dad's, and my brother and I were invited to crew on *Ariadne*, which like most of the rest of the fleet was a shallow beamy centre-boarder.

"The course sailed was the old Burrard Inlet course, the starting line was off Deadman's Island, with the first leg of the course to a buoy off Moodyville, then westward down the North Vancouver shore to a buoy off the Indian Mission, and thence to the starting line.

"The wind was a nice summer westerly, and good tactics took us right out to the flood tide, and with spinnakers set we were all pretty well bunched at the first buoy off Moodyville. This was where the real race started, a beat along the north shore. There were no big wharves or grain elevators, no shipbuilding yards to steer clear up or to break up the wind.

"Port tack into the beach as close as you dared, then starboard tack out into the comparatively dead water until you struck the edge of the incoming tide and then back in again to shore. We beat right on past the mission buoy because we had to get as far to windward as we could in order to lose as little as possible crossing the tide.

"Our skipper was wise and kept right on until we were off the mouth of Mosquito Creek and were leading the fleet.

"The little craft was sent into the tide a rap full and we got out of the heavy current just nicely clear of the Burnaby Shoal. The distance from there to the finish line was soon covered and we got the winning gun with a comfortable lead over the nearest competition."

The *Ariadne* prize money was not spent in the same manner as

the *Siren's*. "The next time I saw *Ariadne*," Billy Breeze recalls, "she was sporting a nice new suit of sails paid for by the City of Vancouver's tenth birthday yachting regatta."

After the formation of the Vancouver Yacht Club in 1903, the Mackie Trophy was put up for international competition between B.C. and Puget Sound yachts. *Gwendolyn*, owned by Lloyd Johnson of Seattle, held this for several years, although E. B. Deane's *Wideawake* of Vancouver gave her some anxious moments in the defence, especially on Bellingham Bay. William McDougall's sloop *Onaway*, built in 1905, finally brought it to Vancouver. The goat's head trophy was getting a bit mangy, and no one mourned its loss when it was destroyed in the fire that burned the clubhouse in 1909.

Vancouver yachts came close to making a clean sweep at the international regatta held at Bellingham on July 3rd and 4th, 1906. In the Mackie Trophy race, E. B. Deane's *Wideawake* finished nearly a mile ahead of the *Gwendolyn* of Seattle, but owing to the distance not being accomplished in the time limit of five hours, it was deemed no contest. However Vancouver yachts won seven of the twelve prizes, the successful boats being Louis Jewitt's sloop *Intrepid*, winner of Class B; Cliff Cao's sloop *Swipe*, second in Class B; Bill McDougall's *Onaway*, winner of Class D; Walter Thicke's *Redskin*, second in Class D; James Adamson's yawl *Minerva*, second in Class A; C. O. Julian's *Verona*, winner of Class B cruisers; and J. E. Macrae's yawl *Four Winds*, second in Class B cruisers. *Four Winds* was still in commission at Prince Rupert in 1959 and no doubt is still there. *Verona* was active locally in recent years.

In 1906 a delegation from the R.V.Y.C. approached Hon. James Dunsmuir, then Lieutenant-Governor of B.C., with a suggestion that he put up a cup for international competition in the 29 foot class of the international rule.

He provided the magnificent Alexandra Cup, named in honor of the queen. The R.V.Y.C. was made the defending club, and William Fyfe of Fairlie was commissioned to design the fastest boat he could under that measurement.

The Seattle Yacht Club pinned its faith on E. L. "Ted" Geary, a local yachtsman who had turned out several successful racers on the Sound.

The Vancouver defender was built by Capt. Billy Watts at Vancouver Shipyard, and was launched as the *Alexandra*, one of the most notable sloops ever to fly the R.V.Y.C. burgee. The veteran Walter Graveley was chosen to be her skipper, with a crew consisting of P. N. Thompson, R. A. Corbett, William McDougall, Claude Thicke, Owen Power and Gordon Willis.

Her length overall was 45 feet, load waterline 29.1 feet, beam 8.3 feet and draft 6.2 feet, with original sail area of 1348 square feet. The Seattle challenger, the *Spirit*, was 42 feet long overall, load waterline

26.6 feet, beam 8.6 feet, and draft 5.8 feet, with original sail area of 1085 square feet.

The Northwest International Yacht Racing Association had awarded the international regatta in 1907 to Seattle, so the contest for the Alexandra Cup was held there early in July.

Spirit was sailed by Ted Geary, her designer. Light summer breezes prevailed on the first day's race, and approaching the finish line *Spirit* had pulled out a long lead when the wind dropped and left her practically becalmed. *Alexandra* in the meantime had felt a freshening air, and came sweeping along bringing the wind with her. *Spirit* drifted slowly on towards the line only a few feet away, with her rival fast coming up. *Alexandra* went under *Spirit's* lee, and by so doing allowed *Spirit* to catch a puff of air that just put her across the line with a five seconds lead. The next race was won by *Alexandra* in another good contest, but *Spirit* carried off the third race and the cup.

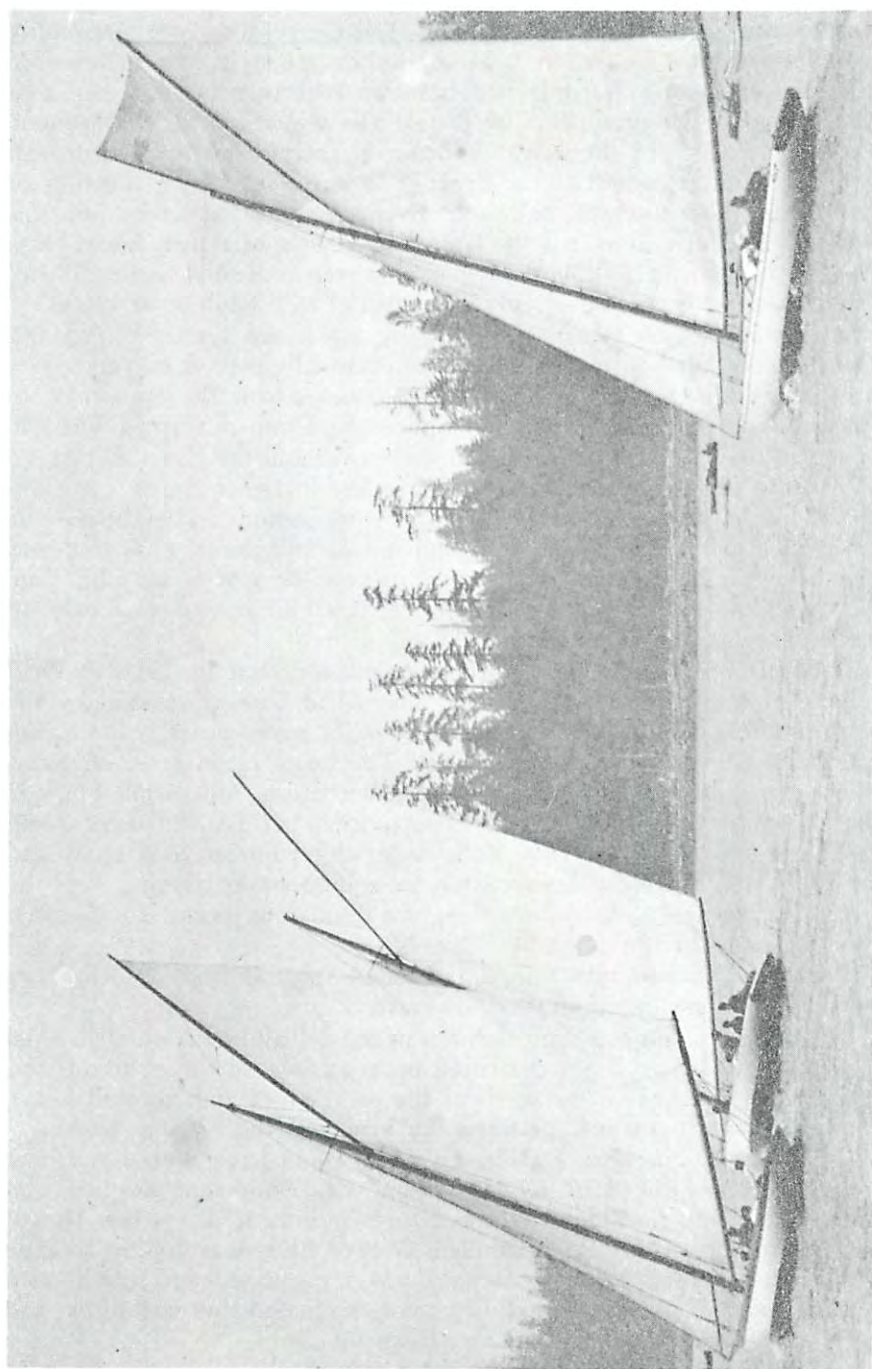
It is hard to believe the enthusiasm and excitement caused by these races in both Vancouver and Seattle. Both cities were young and booming, yet small enough to be full of local pride. Newspapers gave extensive front page coverage, and without the benefit of radio or television, citizens waited for the breathless despatches that came every few minutes on the telegraph line.

In 1908 the Alexandra Cup races were held at Vancouver over the English Bay course, a twelve mile triangle. In the meantime *Alexandra* had been raffled and purchased by E. B. Deane, for many years one of the keenest sportsmen in the club. Ted Geary was once more at the tiller of *Spirit* and the two met for the first race on July 1st in view of the largest gathering of yachts ever seen on English Bay. *Alexandra* led the *Spirit* home, winning the first race. The next race was under conditions threatening rain, with a fresh easterly wind, and when two thirds of the way round the course *Spirit* was seen to run aground on Spanish Bank. The crew immediately got to work with the spinnaker pole, and aided by the fresh breeze heeling the yacht, worked her into deep water, and she continued the race.

Meanwhile "Jimmy" Deane, in the *Alexandra*, had gone to leeward to turn around and go to the assistance of *Spirit*. That was fatal, for while he was turning around the *Spirit* got off the bank and romped ahead, crossing the finish line with a lead of several hundred feet. The third day's race was won easily by *Alexandra* with a lead of more than twenty minutes, so the cup came to Vancouver.

After these races *Spirit* was sold to Victoria owners and the Seattle Yacht Club made preparations to meet the Canadians in 1909 with a new boat. This was *Spirit II*, also designed by Ted Geary. When subsequently measured in Vancouver, she was 48 feet overall, load waterline 30.33 feet, beam 8.33 feet, and original sail area 1276 feet.

The 1909 international races were a sad disappointment. In the



ALEXANDRA, SPIRIT II, SPIRIT I, 1913.

first race at Seattle, *Spirit II*, sailed by Ted Geary, won over *Alexandra*, sailed by Jimmy Deane, in light conditions. Then it was revealed to the Canadians that *Spirit II* had been improperly measured, and that she exceeded the prescribed 29 feet at the waterline. C. B. Macneill, then commodore of the Royal Vancouver Yacht Club, offered to sail the races under protest to be referred to a full executive meeting of the North West International Yacht Racing Association, and when this was refused he ordered all the Canadian vessels to return home. This they did, and the *Alexandra* Cup was never contested again. It has been in custody of the Royal Vancouver Yacht Club ever since.

However many years of keen racing lay ahead for the *Alexandra*, *Spirit I* and *Spirit II*, for all three were eventually owned in Vancouver. In 1909, after the Seattle fiasco, E. B. Deane took the *Alexandra* to Victoria and defeated *Spirit I*, thus annexing a cup put up in Victoria.

In 1910 *Spirit I* was brought to Vancouver and the rivals met again, *Alexandra* granting a time allowance. In the first race *Spirit* was skippered by the Thicke brothers, and won by one minute and eight seconds over the English Bay course, although *Alexandra's* actual time lead was five seconds. In a second race the *Spirit* was skippered by Cliff Cao. She won by one minute 44 seconds corrected time, and was only 16 seconds behind in actual time.

In 1911 *Alexandra* was not in commission, but in 1912 she had plenty of competition with *Spirit I*, which had been purchased by the Cao brothers, Cliff, Chris and Reek, who for many years were among the finest sailors in the R.V.Y.C. fleet. The boats raced on even terms that year, and *Spirit I* won three out of four contests. Meanwhile *Spirit II* had been purchased by Archie Selwood from her Seattle owners, and 1913 became a vintage year, with *Alexandra* winning four races and *Spirit II* two. However there was no more international racing until the 1914 season, when the keenly fought Lipton Cup series for R class yachts commenced.

Archie Selwood, who owned and sailed *Spirit II* from 1913 to 1916, gives the following interesting reminiscences:

"There was no cabin on *Spirit II* when I bought her in 1913 from a Seattle syndicate. I put the cabin on according to the plans of Ted Geary, the designer. I also lowered the keel a foot and inserted heavy timber, properly shaped, between the keel and the original timber.

"Jimmy Deane always claimed that he could have beaten any boat on the coast with *Spirit II*. He was a very competent skipper, and almost uncanny in finding a breeze to help him, if and when he got behind in a race. An old Australian, George Ellis, was Jimmy Deane's guide and mentor. Deane's *Alexandra* was canvassed for British conditions, and Ellis lengthened her mast, increased her sail area and strengthened her gear.

"For her size, the smaller *Spirit I* was the best boat in the fleet.

She could be handled with a little finger on the tiller. Both the *Alexandra* and *Spirit II* were oversize for their class, *Spirit II* on account of my lowering her keel, and the *Alexandra* on account of her lengthened mast and extra canvas, but we raced as "special sloops", rather than as a measured class.

"The Little *Winona*, which later came to Vancouver, walloped the *Alexandra* off Victoria when Jimmy Deane tried to lug too much canvas on. *Winona* became a sort of legend, but she never did anything in Vancouver. She could take it in a blow, and got her opportunity in Victoria.

"I bought the *Spirit II* shortly after she came up from Seattle on a cruise to Long Bay. She had hatches but no cabin and was a big empty basket inside. When a few R.V.Y.C. members became over exuberant they were given enough to put them to sleep and were then stored like freight under the hatches in *Spirit II*.

"Later she was forbidden to moor in the club anchorage on account of the alleged deplorable behaviour of the Seattle crew, who, in fact, were quite innocent. By some mistake, I was regarded as a sober law-abiding member, so *Spirit II* under my ownership was accepted into the club.

"The *Rival* was built by a group at Everett to race against the two *Spirits* and the *Alexandra*. She turned out to be a flop and was torn apart and rebuilt into *Genevieve*, oversize for the 29 foot class, very powerful in moderate to heavy winds. Her skipper was an uncouth monster who liked to eat with bare hands rather than use a knife and fork.

"*Genevieve* had two match races with *Spirit II* for \$500 a side. In both cases *Genevieve* got her fresh breeze at the start of the race but ran into soft breezes later in each race. *Spirit II* won both races after being apparently well beaten.

"They tried to raffle *Genevieve* and sold tickets around our club. You took a chance, one cent up to \$10. Can I ever forget? I took three chances, and drew \$9.96, \$9.73 and \$1.50. Tickets did not sell very well and the raffle was called off.

"In one great race at Cowichan, *Alexandra*, *Genevieve* and *Spirit II* competed. There was a little too much wind for *Spirit II*, but it just suited *Genevieve*. The *Alexandra* sailed a beautiful race and *Spirit II* was in the race all the way. *Genevieve* pulled out a short lead on the first leg, a close haul. The flag on the windward buoy had blown away, though the barrel and flag stick were there.

"With her usual bad luck *Genevieve* sailed by the outer mark and kept on going after *Alexandra* and *Spirit II* had turned the buoy and were heading home. Her skipper thought we were giving up. We were anchored near the starting buoy when *Genevieve* finally came in. Her skipper wanted to know what was going on, and when informed he

had oversailed the outer buoy he entertained the Cowichan spectators with a flow of profanity I have never heard equalled.

"Both the *Alexandra* and *Spirit II* were better off the wind than the *Genevieve* and it is doubtful if she could have held her lead on the run home, even if she had rounded the buoy. Foxy Jimmy Deane in the *Alexandra* quite possibly could have cut off *Genevieve's* wind, and as *Spirit II* was just a shade faster than either, I might have pulled ahead while the other two were jockeying with each other. I was not far behind the *Alexandra*.

"Horace Stone, whose father was responsible for building our Art Gallery, was in my *Spirit II* crew at times before the First War, in which he was killed. On one club race and cruise to Clam Bay it was blowing pretty hard and Horace was trying to get the dinghy aboard when he fell overboard, but managed to grab the main sheet. We were running free and too close to shore in the pass to round up. I was afraid to jibe for fear of shaking Horace loose from his grip.

"Old Benny Rogers, the commodore, and his guests were gazing at us over the rail of his flagship, the *Aquilo*, which was just overtaking us to starboard, 20 yards away. It was blowing hard but Horace managed to inch his way along the main sheet to near our cockpit and it took four of my crew to drag him in. In the meantime the dinghy was half inboard and half in the water.

"After the fleet reached Clam Bay the commodore received all skippers aboard the flagship. I, as skipper of *Spirit II*, slicked up a little, and went aboard the *Aquilo* and had a couple of rums, being the centre of interest on account of Horace Stone's narrow escape, for the Stones and Rogers were great friends.

"Just when all the formalities were being rigidly observed on the deck of *Aquilo*, to my horror alongside came my dinghy bearing six disreputable, soggy, so-called yachtsmen. They got aboard anyhow, and Horace Stone saved the day by being welcomed personally by Benny Rogers himself. The other five were given a drink and taken below to look at the engines.

"The Bird Rock Trophy, put up each year for the yachtsman making the gravest error in seamanship, went one year to *Chinook*, who caused more trouble to the fleet than anyone else ever managed to do. Our club fleet were on their way to Bellingham, many of them sailing. As usual, we intended to keep well outside the Sandheads lightship. *Chinook* was a schooner, and she had started early and had run aground on the sandheads. Many of the other boats, thinking *Chinook* was the lightship, got caught and ran ashore also. She was then owned by Erl Macgowan.

"I sold *Spirit II* while I was away in the First World War. Two more owners had her before Harold Jones bought her about 1923."

CHAPTER 6

Beaver Cup

AND OTHER EARLY RACES

IN 1906 COMMODORE R. H. ALEXANDER put up the Beaver Challenge Cup, which has become emblematic of the cruiser championship of the R.V.Y.C. It was first put up for a cruiser race from English Bay to Entrance Island, off Nanaimo, and return. In the first race in 1907 C. A. Godson's 40 foot cruising sloop *Icanhoe* finished ahead, but she was protested for carrying sandbag ballast. The race was ordered re-sailed and was won by Charlie Julian's sloop *Verona* on time allowance. In 1908 Godson's *Ivanhoe* won without protest, and in 1909 the course was changed from English Bay to White Islets to the Ballenas Islands and return, leaving all the marks to port. It has since become the club's most popular Gulf cruising classic.

The first winner over the Ballenas course was Graveley and Thompson's 46 foot yawl *Minerva*, which was followed in 1909 to the finish line by the sloop *Ivanhoe*, sloop *Elsa May*, yawl *Gazeka*, yawl *Haidee*, yawl *Elmarsh* and sloop *Lavita*.

The famous *Minerva* led the pack again in 1910 and 1911, but in 1912 there was no contest. The 1913 race was won by R. H. Alexander's Shanghai-built *Uwhilna*, a 48 foot yawl, with the schooner *Adelphi* second, followed by *Gazeka* and *Minerva*. R. M. Maitland's *Gazeka* led the field against *Minerva* and *Uwhilna* in 1914, and she repeated in 1915 against the Thicke brothers' schooner *Adelphi*.

Ballenas Island races were resumed in 1920 after the First World War and *Minerva* again recaptured the trophy, ahead of *Adelphi*, *Elsa May* and *Onoma*. Next year in 1921 the 40 foot sloop *Onoma*, then owned by W. H. Billings, showed her prowess by beating *Minerva* and *Adelphi*. *Minerva* was back again in the lead in 1922, ahead of Bill Templeton's *Tamahnowus*, repeating in 1923 ahead of *Onoma*, *Minerva* and *Elsa May*.

In 1924 G. F. Gyles' 40 foot sloop *Elsa May* was the winner against *Tamahnowus* and *Minerva*, but the latter made a comeback in 1925 when she led *Elsa May* and *Verada* to the finish line. The fastest race

ever recorded over the course occurred in 1926, when the trophy went to Ernest Rogers' 48 foot yawl *Dawn*, later renamed *Andi Lailey*.

A full report of this memorable race was given at the time in *The Province*, and it is well-remembered by many old timers. The *Dawn*, which Rogers had recently brought out from Chicago, finished course in the all-time record time of 11½ hours for 82 nautical miles, followed only a minute behind by *Minerva*.

According to the private records of Capt. B. L. Johnson, *Minerva* once made this course in exactly 11 hours, followed by *Andi Lailey* in 11 hours 20 minutes and *Alexandra* in 11 hours 40 minutes, but this could not have been for the Beaver Cup Trophy, as it is not in any official record. Many races over the Ballenas Island course were held, generally in April or early May when strong winds could be expected.

In the great 1926 race the *Dawn* started the race at 10 a.m. on June 26, and completed the course at 9:30 p.m. With Rogers as crew were Hubert Wallace and four others. The *Minerva* was skippered by Walter Graveley, with Phil Thompson, F. M. Chaldecott and Jack Scott, whose ages averaged well over 70. *Minerva*, the defender of the trophy, was barely a minute behind *Dawn*, with Bill Templeton's yawl *Tamahnowus* third, with a 12 hour run, followed closely by Ian Mackenzie's sloop *Onoma*, and C. H. Elliott's yawl *Bella E.* about an hour and a half behind.

The special race sailed over the same course by yachts that could not qualify as cruisers under the Beaver Cup rules was won by Barney Johnson's 29-rater sloop *Alexandra*, which had been altered to a short cruising rig of about 650 square feet of working sail. L. T. Alden's sloop *Gamine*, a 32 footer designed by his brother, John Alden, came in about an hour later, followed by the R-class *Turenga*. It was the first and only Ballenas Island race that was sailed entirely in daylight hours.

Both classes were started at the same time, with *Alexandra* crossing the starting line 10 seconds after the gun. The yachts set balloon jibs and some carried spinnakers also. They were soon making a speed of more than seven knots as they ran up the Gulf to White Islets.

Minerva ran into the lead soon after the start, but was passed at Gower Point by *Dawn*, and these two yawls had a very keen contest right to the finish, while the sloop *Alexandra* stayed close to them most of the way around. *Dawn* rounded White Islets at about 12:37 with *Minerva* three minutes behind, while *Alexandra* followed a few hundred yards behind her. *Tamahnowus* and *Onoma* were several miles behind the leaders at this point, and the rest still further away.

The wind continued to freshen until it was blowing about 25 miles an hour and the boats were making splendid time with balloon jibs carried to starboard. *Minerva's* balloon would not stand the strain

and split, after which a reaching jib was set in its place, then the topsail halyard carried away, and the topsail had to be taken in, but *Minerva* still pressed hard after *Dawn* in the strong wind.

Dawn rounded the Ballenas Islands at 3:31 p.m., five minutes ahead of *Minerva* and 20 minutes ahead of *Alexandra*, with the rest still a long way astern. There was a good strong breeze, though not quite so strong as the easterly had been at times. The boats carried it right to the finish, though it lightened up a lot at the last. *Dawn* continued to hold her lead though the crew of *Minerva* did everything possible to make up for the loss of their topsail by setting water sails under the bow, and other rags, but every time they thought of something fresh, the *Dawn* followed suit until they had everything drawing but the dish towel.

Next year, in 1927, Ian Mackenzie's 40 foot sloop *Onoma* was the Beaver Cup winner, with Oliphant Bell's new 40 foot yawl *Maratea* second, followed by *Andi Lailey*, ex *Dawn*, *Tamahnowus*, *Minerva*, *Bella E.* and *Elsa May*. The 1928 race was won by *Tamahnowus*, with *Minerva*, now owned by Hubert Wallace, second. *Minerva* was back in her old form in 1929, when she led *Andi Lailey*, Walter Cline's new 54 foot yawl *White Wings II* and *Maratea*. *White Wings II*, one of the largest vessels in the R.V.Y.C., was built by George Askew, and later had a distinguished career under the name *Westward Ho* with Barney Johnson at the helm, who traded in *Alexandra* as part payment.

The 1930 Beaver Cup race was won by Barney Johnson with his new *Westward Ho*, which led at White Islets and Ballenas, followed by Clint Elliott's new 45 foot yawl *Anywhere*, *Minerva*, *Andi Lailey* and Alex Marshall's new 38 foot yawl *Nelmar*, built by George Askew. She put up a very good performance for a big boat in light and baffling winds, finishing at 2:55:13, well ahead of *Anywhere* at 3:44:15.

In the years that followed Barney Johnson won the Beaver Cup again in 1937 and 1939 with *Westward Ho*, while the gallant *Minerva* copped the trophy for the three years 1934-36, with Hubert Wallace at the tiller, making a total of 11 Beaver Cup wins during her long career, which ended on 28th June 1936, when she was burned to the water's edge at Ganges Harbour, through the carelessness of a plumber who was working inside her with a blow torch. Barney Johnson sold *Westward Ho* in 1939 to the United States, and she is now a Roman Catholic mission ship in the South Sea Islands, fitted up with a chapel amidships. Some years after the Second World War she won the race from Hawaii to Fiji and return. *Elsa May*, another prominent Beaver Cup contender, and winner in 1924, was wrecked in May 1931 in Porlier Pass, while owned by Noel Jones.

In 1931 Clint Elliott's *Anywhere* was the Beaver Cup winner, with L. C. Alden's *Gamine* only six minutes behind, and Doug Urry's new 40 foot cutter *Cresset* third. *Anywhere* repeated her win in 1932, but

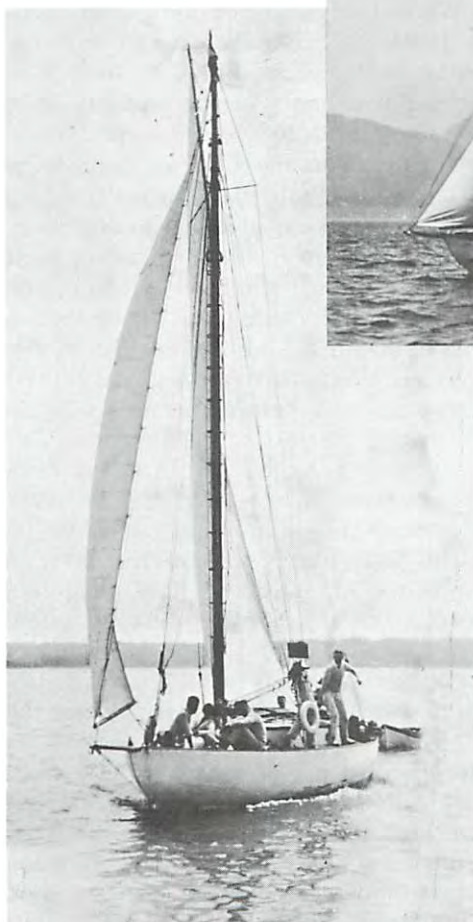
in 1933 the prize went to Oliphant Bell's *Maratea*. *Uwhilna*, which had been owned in Seattle for some years, was brought back to Canada in 1938 by Fred Mills, and she proved herself by winning the Beaver Cup that year for the second time, the previous win being under R. H. Alexander's ownership in 1913.

Gallant *Cresset* showed her form in 1940 when Doug Urry sailed her to victory to win the last of the Beaver Cup races until 1946, when he again took the coveted trophy. Harold Jones' new *Spirit* led the field in 1947, and since then winners have included the Scottish-built *Gometra*, the big A-class sloop *Oho*, owned by P. R. Burr, and Bill Morrow's Roedde class *Elusive*. In 1938 the Vice-Commodore's Cup was offered for competition by B class vessels in the Ballenas Island race, and winners have included Alex Marshall's *Nelmar*, Tom Ramsay's *Armida*, Ken McKenzie's *Ealasaid*, Bill Morrow's *Elusive* and Ken McRae's *Barracouta*.

At one time a cup was put up by A. G. Thynne for a race around Texada Island. This cup was won in 1908 by Curtis Davidson's new 40 foot sloop *Elsa May* which made the round trip in only 24 hours, carrying a fair wind all the way. She was the only one of the fleet to complete the course. At the start of the race most of the fleet worked the Point Grey shore, while *Elsa May* stood over to Point Atkinson where she picked up an easterly breeze that the others missed, and this wind carried her right up to the head of Texada Island, where the wind obligingly changed to westward, and *Elsa May* came racing home before a gale that made such heavy weather for the other boats beating against it that they gave up the race.

Next year's race round Texada Island was heavy weather all the way, with Phil Thompson's *Minerva* an easy first over the big Seattle yawl *Gwendolyn II* by two hours, after a gruelling three day ordeal in late May. When there was wind there was plenty of it, but it was always a head wind and the crews had no rest, for short tacks were the rule and each watch saw some strenuous work. The yachts had a lee rail breeze most of the time, for although the winds were baffling and delayed progress, there was always a strong breeze. The course around Texada on straight legs is about 190 miles, but the competing yachts easily covered 300 miles in their hard windward fight, and sailed the whole distance close-hauled. One of the six entrants in this race was E. W. McLean's big black cutter *Lavita*, and two of her crew are still around to tell the tale 54 years later, Oswald Mosley and Charlie Julian. Other notables in the *Lavita* crew were the Lucas brothers, Fred and Ed, Dick Holland, Ron Kenwyn and Roxy Rochester. C. A. Godson's *Ivanhoe* finished third to *Gwendolyn II*, a big yawl which had sailed in the San Francisco-Honolulu race the previous year, and which sailed under R.V.Y.C. colours from 1913 to 1924.

Yawl ANDI LAILEY, 1927.



Sloop ONOMA, 1914.

Another Texada race was held in 1929, when the yachts were allowed to use both power and sail, being allotted a certain quantity of gasoline. They got a premium for the number of gallons unused at the end of the race, and were penalized for anything used over the allotted quantity.

Walter Cline's *White Wings II* won on corrected time from Hubert Wallace's yawl *Minerva*. The boats started at 2:13 p.m. Saturday and *Minerva* got back at 5:37 p.m. Sunday.

In addition to cruiser races over the Ballenas Islands course there were some special sloop races concurrently in the 1920's, which were keenly contested. In the 1925 race Ernie Woodward's *Spirit I* won from Barney Johnson's *Alexandra*, both having short cruising rigs. *Spirit I* gained an hour on *Alexandra* at the start, where a strong tide and very light wind delayed a number of the boats in crossing the starting line. *Spirit* still held this hour's lead at White Islets and increased it to about two hours beating up to the Ballenas Islands against a strong Qualicum. The yachts carried this heavy breeze back nearly to Point Grey, then finished with light airs, *Spirit I* about two hours in the lead. In 1928 Harold Jones' *Spirit II* won by a minute and 40 seconds over Barney Johnson's *Alexandra*, with Philip Rogers' *Turenga* half an hour later.

One of the notable nights in R.V.Y.C. annals was during the 24th of May weekend in 1913. The fleet had gone on a cruise to Nanaimo, where they were caught in a howling southeaster. Twenty sailing craft were anchored in the harbour, with a piping strong wind from the southeast which showed every indication of continuing. Some began to drag anchor and decided to risk crossing the gulf. The first of the sailing fleet to leave was Gordon Warren's *Spindrift*. With a reef tucked in, this handy little cruiser got away an hour before the next boat to start. This was the cutter *Kelpie*, owned by the Lucas brothers, and as it turned out, she got the worst ducking of the fleet. R. H. Alexander's yawl *Uchilna* went out, followed by the Thicke brothers' schooner *Adelphi*, and Cliff Cao in *Spirit I*, made a bid for cruising fame by going out with the big fellows. The little racer was tucked down to nothing. Mainsail and jib were double-reefed, and under this small area of canvas she was able to thrash to windward. Seas continually swept over her and once she was pooped, Cliff Cao sitting up to his waist in water as he steered. The pump was choked, so *Spirit I* had a really heavy weather trip. But she got to Bowen Island on one leg, and then the worst was over.

The *Kelpie* had the time of her life. She got under way under plain sail with no reefs, and would have made the beat to windward without much trouble under ordinary circumstances. When she got clear of Entrance Island, she was close-hauled on the starboard tack, bowling merrily along with her lee rail buried and making good weather of it. Further out in the gulf she ran into short steep seas, and she took a

header into one which filled the jib and ripped the sail right up. The cutter was put about and got back under the lee of the land. It was decided to carry on. The only headsail now available was a small jib topsail, and to balance the craft a reef was put in the mainsail. Under this rig the big cutter was again put into it, and for a couple of hours she did very well.

However as she got out into the gulf it was seen she was not going to windward as she should. Instead of laying up for Bowen Island, she was falling gradually off, until she was almost bearing for Sechart, and furthermore she took the seas over her, and for the first time in her history she shipped water below. It was decided to come about and take another tack offshore, but the small headsail proved faulty, and gave signs of carrying away. It was impossible to go to windward, so the cutter had to run for shelter. Trail Islands were handiest, and the cutter logged off great speed as she squared before the breeze. When an anchorage was reached all hands got to work cleaning up the sodden cabin, and a big fire was built on the beach to dry clothes and blankets. Numerous fishermen had also sought shelter. One of these was a Japanese sailmaker who patched up the big jib in a few hours work. A start home was made the next morning and some good sailing made the end of the cruise pleasant.

The Keyes Trophy, presented in memory of Commander Adrian Keyes in 1929, was originally intended for 9-metre yachts racing over a course from Jericho to the Fraser lightship and return. It is now contested by B class yachts. The first winner of this event was Barney Johnson in *Alexandra* in 1929, and for several years it was contested keenly by *Alexandra* and her great rival *Spirit II*, owned by Harold Jones, with *Spirit II* winning five times to *Alexandra's* two wins. Harry Wylie sailed *Lady Van* to victory in this race in 1938, and Barney Johnson won again in 1949 and 1954 with his Evergreen class sloop *Winston*.

The Minerva Trophy was put up in 1935 for a Fraser River lightship race between A and B class yachts, and this event has often been keenly contested. Among the big fellows which have lifted this trophy were Harold Jones' *Spirit* in 1947, P. R. Burr's *Oho*, E. J. Palmer's *Gometra*, Doug Urry's *Jenetta* and Ken McRae's *Mary Bower*.

In the years between the wars some of the keenest racing was between the three yachts of the 29 rater class then owned in Vancouver, the *Alexandra*, *Spirit I*, and *Spirit II*. *Alexandra* had fallen on evil days during the First World War, and even her keel had been melted down. After the war she was bought by a syndicate of former naval officers, of whom the leading lights were B. L. Johnson and Adrian Keyes. Eventually she was solely owned by Barney Johnson. Walter Cline then had her for several years, and in 1938 she was completely rebuilt by

Don Sinclair, Coal Harbour Shipyard, for Temple Wright, and emerged like a new ship. She was subsequently sold to American owners.

After the old 29 raters had been altered in various ways and given marconi rigs, they were called the nine-metre class. *Spirit I*, which was raced by Cliff Cao for many years, was purchased by Ernie Woodward in 1924. She won the special sloop class racing against *Alexandra* and *Spirit II* at the P.I.Y.A. regatta at Victoria in 1925, and continued to win many races with Geoff Woodward at the helm until she was burned in 1931 in the North Arm. *Spirit II* was acquired by Harold Jones in 1923, and for many years he raced her enthusiastically at every possible opportunity. In 1947 he replaced her with the queenly A class *Spirit* and *Spirit II* was sold back to the United States.

For several years there was keen rivalry between Barney Johnson's *Alexandra* and Ian Mackenzie's 40 foot centreboard sloop *Onoma*, and this culminated in a famous match race to the White Rocks and return in late September 1926. Each skipper wagered \$100, a large sum in those days, with the winner to provide a dinner for both crews at the Jericho Country Club. The race was memorable, and even more so, was the dinner that followed.

The yachts were started in a moderate westerly breeze from Jericho. *Alexandra* made a long tack to Caulfeild, while *Onoma* worked up the Point Grey shore. When they crossed tacks about an hour later, *Alexandra*, which had the right of way, forced *Onoma* to go about, and from then on *Alexandra* gradually drew ahead, holding to the Bowen Island shore. *Onoma* abandoned the favorable set of the ebb tide out of Howe Sound and stood out into the Gulf looking for better wind. She lost so much by this that *Alexandra* soon sailed her out of sight and reached White Rocks with the last of the sea breeze, which died away about 20 minutes later. *Onoma* managed to round the rocks more than eight hours later. On the homeward run *Alexandra* first drifted with light head winds, but picked up a Squamish out of Howe Sound and soon foamed along with lee decks awash. *Onoma* was less lucky and arrived back in the anchorage in the slow time of 28 hours.

Sailing *Alexandra* were B. L. Johnson, Philip Whitehead, Reg Purves and Tommy Ramsay, while in the *Onoma* were Ian Mackenzie, A. G. Thynne, Jim Hutchinson, Jack Paterson and Jack Newell. At the subsequent victory dinner Barney Johnson felt assured that his \$100 prize money would be plenty to meet all expenses, despite Ian Mackenzie's bottomless capacity for Scotch whisky. However when Ian decided to end the evening with a highland toast, in which all the glasses were cast into the fireplace, Barney saw the last of his prize money, and then some, go up in flames.

Early Julian Cup Races

ONE OF THE MOST keenly contested trophies over the years has been the Julian Cup for lady skippers, first presented by C. O. Julian in 1906, and which he presented to the winner as recently as two years ago. His perpetual challenge cup is competed for by yachts to be steered by ladies alone, although men are allowed to hoist the sails and sit around where their weight might be useful as ballast, and also give advice. But if a man dares to touch the helm, the yacht is disqualified. There has always been keen interest in the Julian Cup races for they are often the best contested races of the season. The yachts are handicapped on past performance and all classes of yachts in the fleet can enter with reasonable chance of success, except for the smaller classes, for which separate prizes are now awarded.

The first winner of the trophy was Fred Lucas' little skimming-dish centreboard sloop *Cheemaun*, sailed by Miss Jessie McGeachie. A yellowed newspaper clipping saved by Mr. Julian recalls this memorable race of August 1906, which was held over a triangular Burrard Inlet course.

"The starting line was due north and south from the Robert Kerr buoy off Deadman's Island, and when the starting gun was fired the yachts all got away well together. The run to the buoy off Evans Coleman and Evans was very close. All the yachts had spinnakers set, and all sails were drawing to perfection. The *Intrepid*, sailed by Miss Olive Jewett, crept away from the rest and rounded the buoy first, with the *Winnie*, sailed by Miss Winnie Wainewright, a close second. The *Onaway* and *Swipe* came together for a friendly little chat and allowed the *Cheemaun* to get around third. The course from this buoy was a close beat into the wind to the spar buoy on Burnaby Shoal. On this leg the *Wideawake*, sailed by Miss Sophie Deane, stepped into the lead and was not again headed throughout the race. From this buoy to the starting buoy was another beat, necessitating a double tack.

"Around the starting buoy all yachts set spinnakers again for the second run to the first buoy, and by this time the fleet was beginning to stretch out again, beating out the Burnaby Shoal buoy. All yachts made well around it and headed for home. The *Wideawake*, which had sailed a beautiful race, crossed the line first, with *Intrepid* three minutes

and 22 seconds after her, and *Onaway*, sailed by Miss Ollie McLennan, third. While all this was going on, Miss Jessie McGeachie was sailing the *Cheemaun* a straight and true course to a winning. All buoys had been rounded sharply and although the larger yachts had crossed the finish line before her, the *Cheemaun* bore down on the buoy, and rounding it, got the gun, giving her the race by 17 seconds, corrected time. After the race the lady skippers were entertained aboard Mr. Julian's new sloop *Verona*."

One of the amusing Julian Cup races was held the next year, when E. S. "Bun" Deane, the good-looking son of E. S. Deane, entered the ladies' race with the *Dione*, disguised as Miss Teria, a visiting yachtswoman from the east. It is recalled by old timers that Charlie Julian was so impressed by the stunning stranger that he made a special effort to make "her" acquaintance. However Miss Teria failed to win the ladies' cup that year, which went to "her" sister, Miss Sophie Deane, who skippered her father's speedy *Wideawake*. As late as 1930 Miss Deane (now Mrs. Percy Sills) was again winning the Julian Cup at the tiller of *Alexandra*.

The most exciting of all Julian Cup races must have been that sailed on July 14, 1913, which was marked by violent squalls and a series of accidents. The winner on this occasion was Miss Louise Deane (later Mrs. Harold A. Jones) at the helm of the famous racing sloop *Alexandra*. The notable 1913 race was reported by the *The Province* as follows:

"Under the most boisterous conditions ever experienced in a yacht race on Burrard Inlet, Miss Louise Deane sailed the racing sloop *Alexandra* first across the finish line of a fleet of 12 yachts, winning the Julian Cup. Miss Deane in this race established a record for the fastest time over the Inlet course, making the two rounds in 49 minutes and 30 seconds. Mrs. Ron Maitland, sailing *Winona*, came a close second on time allowance and *Spirit*, sailed by Mrs. Reek Cao, won third place. In several cases yachts became unmanageable in a heavy squall through the press of sail they were carrying, and the girls, not having strength to hold the laboring yachts, the men had to take charge, and they dropped out of the race. In the case of the sloop *Britannia*, Miss DeBeck, having done her utmost to hold the yacht on her course before a violent squall with the balloon jib dragging over the bow full of water, gave up the helm to the men to try and avert a wreck. Three of them threw their weight on the tiller in an effort to wear her, and failing in that tried too late to luff up, but with the drag of the headsail in the water she refused to answer quickly and at the high speed they were travelling piled up on the boom of logs at Hastings Mill, riding up on the boom sticks more than a third of her length till checked by the deep fin keel. As she struck the mast went by the board. The intricate network of rigging and wide spread of sail collapsed like the

bursting of a bubble, going over the bow in a tangled mass of wreckage, but without hurting a soul, though some of the crew were thrown down by the impact of the collision. 'Anyway we're safe on land' chorused the crew as they scrambled out on the logs of the boom pending investigation of the yacht to see if she would still float. Finding the hull practically undamaged, the crew gathered up the wreckage and were shortly after towed home by the committee boat.

"The wind had been blowing fresh from the westerly all Saturday morning, but just previous to the start of the race it softened considerably, and a number of yachts that had been prepared to go out with reefs decided to carry full sail, *Spirit II* and *Britannia* being the only exceptions. While the boats jockeyed for the start off the entrance to Coal Harbour at 2:30 the wind commenced to freshen again and dark threatening clouds were seen filling all the western sky. There was then undoubtedly too much wind for full sail, but the first leg was a run to a buoy near Hastings Mill, so with a young gale astern the yachts got away at the starting gun, the crews crowding light sail on the already hard driven craft. The spirit of the 'Never Luffers' still seems to pervade the fleets of the Royal Vancouver Yacht Club, so when it comes to carrying on sail in a breeze, little short of running the boat under will induce these yachtsmen to shorten down. *Alexandra* and *Adanac* were first away, with the rest of the fleet romping after them. Troubles early began to develop in the hard-driven craft. The men on the judges' boat nearly got nervous prostration as they watched the little *Tillicum* careering down the course with her boom soaring skyward and threatening to jibe and take the mast out of her. *Chinook* with the light sail crew forward struggling with the spinnaker, was burying by the head in a way that threatened a somersault, a performance supposed to be habitual with catboats when over-driven. The crew succeeded in getting some of the canvas off and regained control. Then just as the fleet approached the buoy off Hastings Mill the wildest squall struck them.

"The waves were scattered in dusty spray as the yachts tore on with creaming ridges of foam sheering away in long diverging lines from their path. Here and there one was seen to yaw, wildly fighting to come into the wind, while spinnakers fought like sea-birds to be free. *Spirit*, *Spindrift*, and some others came about rather than risk a jibe at the buoy, the boats in some cases refusing to wear away for a jibe and had to be luffed, as the only alternative was the Hastings Mill boom where *Britannia* came to grief.

"On the beat up to the buoy off Brockton Point all the yachts had trouble carrying full sail, and *Spirit II*, with a reef in, seemed to be having more than she wanted. One or two boats luffed up and put in a tuck, but as the wind seemed to be lightening somewhat, most of them preferred to try and carry full sail. *Alexandra* was flying along

in the lead with *Spirit I* hard in chase. The third leg, to the starting point, was another beat. Then the yachts went on around the course a second time. In this round *Alexandra* carried away her port spreader, but with this handicap still managed to maintain her lead, winning by a little over a minute from *Winona*, which was receiving time allowance, and made a remarkably good showing in spite of a couple of jibes that nearly wrecked her spars, and in one of which the fastening of one of the peak halyard blocks came adrift from the bridle of the gaff. She finished the race with the peak depending on a single part of the halyard leading through the masthead block.

"Nine of the 12 yachts completed the course. *Britannia* was dismasted and two others were forced to drop out. *Intrepid*, which came through the race safely, had the misfortune in reaching her mooring in Coal Harbour to be dismasted through getting her halyards foul of the spreaders of the yacht *Madeline*, anchored close by. *Intrepid* had already picked up her buoy, but was sheering around with sail still up."

And so ended a day to be remembered in the annals of the Julian Cup!

In the years between the wars, interest continued to grow in the ladies' day of racing, and in addition to the Julian Cup for lady skippers in all handicap classes, additional prizes were awarded for "A" and "B" class sloops, cruisers, and star class. With such fine boats as the two *Spirits*, *Alexandra*, *Riowna*, *Lady Pat* and *Lady Van* in the running, there was rarely a lack of excitement. In 1928 no less than 35 yachts came out with lady skippers. On that occasion Mrs. Hubert Wallace won the Julian Cup for the cruising yawl *Minerva*. In the "R" class, Mrs. Tom Ramsay sailed the new *Lady Van* to victory, and in the 9 metre class, Mrs. Harold Jones (nee Louise Deane), at the tiller of *Spirit II*, won by a minute over *Spirit I*, skippered by Miss Shirley Woodward. In the star class race, Mrs. Reg Purvis sailed the *Stella Maris* to victory over Miss Dorothy Wylie in *Astrea*.

With a fresh southerly wind, *Westward Ho*, steered by two girls, won by one length. There were 19 people on deck, of which 14 were girls and the usual crew of seven men. *Spirit II* was runner up, barely one length behind.



Veteran yachtsmen reminisce to Editor G. A. Cran, W. G. Breeze, C. O. Julian, A. H. Jefford, 1963.

Lipton Cup

AND "R" CLASS RACING

THE RACING OF "R" CLASS universal rule boats got its start when Sir Thomas Lipton, on a visit to Seattle in 1912, presented the handsome trophy known as the Lipton Cup to the Seattle Yacht Club, which invited delegates from other clubs to discuss the question of which class to put it up for. Ron Maitland, Reg Purves and E. B. Schock represented Vancouver. It was decided to encourage "R" class boats, and the Seattle Yacht Club built a defender, the famous *Sir Tom*, from designs by L. E. "Ted" Geary. She was 40 ft. overall, 7.4 ft. beam at waterline, and 5.4 ft. draft.

B. T. Rogers, who was then commodore of the Royal Vancouver Yacht Club, built as a challenger the *Turenga*, from designs by E. B. Schock, and launched at Menchions' Shipyard in Coal Harbour. She was 21 feet at the waterline, 7 foot beam, and 36 feet overall. The first Lipton Cup series was held at the Seattle International Regatta of July 1914. *Turenga* was sailed by Ron Maitland, with Owen Power, Curly Ellis and Ernest Rogers as crew. Ted Geary sailed *Sir Tom*, winning two straight races, and demonstrating pretty definitely that she was the better boat, though *Turenga* was at a disadvantage in one race through having to reef just before the start on account of a defect in the rigging. *Sir Tom* won the first race by 12 minutes and 39 seconds and the second by one minute and 53 seconds.

In 1920 the Royal Vancouver Yacht Club again challenged for the Lipton Cup with *Turenga*, which was sailed by Cliff Cao, the races being held at Cowichan Bay and Victoria. *Sir Tom*, with Geary at the helm, again won two straight races, demonstrating that on the average, she was about four or five minutes faster than *Turenga* over the 12 mile triangular course.

The failure of *Turenga* to lift the cup induced the R.V.Y.C. to build a new boat, and they were ready in 1921 with the Marconi-rigged *Patricia*, built from C. E. Nicholson's design, launched at Hoffer's yard in Coal Harbour, with Miss Patsy Maitland the sponsor. *Patricia* was the first Marconi-rigged sloop to be seen on Burrard Inlet. R. M.

Maitland was selected as skipper of the challenger and again the races were sailed at Cowichan Bay and Victoria. Particulars: 36.7 ft. overall, 24.4 ft. at waterline, 7.1 ft. beam at waterline, and 5.7 ft. draft.

Again *Sir Tom*, sailed by Ted Geary, won two straight races, though she had her old gaff rig and the same set of sails as in 1914. The finishes, however, were close, two minutes separating the boats in one race and two and a half minutes in the other. In September the two sloops met again in Vancouver for the international Isherwood Trophy, but although the series of five races was not completed owing to a couple of days of light wind, *Sir Tom* was defeated for the first time in one of the races. In a fresh easterly wind *Patricia* won the first race by six minutes and three seconds, but she lost the next two in close racing with her rival.

The contests were resumed in 1922 on Lake Washington, with Ron Maitland again at the helm of *Patricia*. The winds were very light, and *Sir Tom*, again skippered by Geary, and with a new Marconi rig, found the conditions very much to her taste and won two straight races. In the fall of that year both these yachts took part in the Southern California Yachting Association regatta at Newport Beach, where the Isherwood Cup was up for competition. *Sir Tom*, sailed by Ted Geary, won it under light weather conditions, with *Patricia* sailed by Ron Maitland second in the series, in which they met the best of the California "R" class.

In 1923, the P.I.Y.A. regatta was held in Vancouver, and again *Sir Tom* and *Patricia* raced for the Lipton and Isherwood trophies, with the yacht *Angela* of Los Angeles also competing. With Geary and Maitland still in the contest, *Sir Tom* won two straight races and *Patricia* came second.

There was no Lipton Cup race in 1924, but in 1925 a syndicate of Vancouver yachtsmen picked on the *Riowna* as a likely challenger. She was a heavy-weather "R" boat from the Great Lakes designed by George Owen of Boston, and winner of the George Cup on Lake Ontario. A boat of this type had been chosen because the 1925 regatta was slated for Victoria, where hard breezes are the rule. The *Patricia* meanwhile had been sold to a California yachtsman by Ron Maitland.

Again Ron Maitland was chosen to skipper the new challenger, while *Turenga* also re-entered the fray, with Ernest Rogers at the helm. The San Francisco sloop *Lady V*, sailed by John Winslow of Vancouver, was also entered, with, of course, the defending *Sir Tom*, again under the sure touch of Ted Geary. The first day's race off Royal Roads was sailed in a breeze of eight to ten knots with the usual tendency to be lighter at the start and finish point off the entrance to Esquimalt. *Sir Tom* covered the 12-mile triangular course in a little over two hours and 12 minutes, finishing ahead of *Turenga*, which had a new marconi rig, by about 4½ minutes and about 6¼ minutes ahead of *Riowna*, while *Lady V* was 12 minutes behind the leader.

Next day the wind was harder and showed velocities of 19 to 21 knots, but while the strength of the breeze was felt at the outer mark,

it softened to about 8 knots at the inner mark, and *Sir Tom* won by 27 seconds from *Riowna* with *Lady V* third and *Turenga* fourth. As the Isherwood trophy rules called for three races, the yachts met again the following day. At last *Riowna* got the breeze she needed. With an average of 32 miles an hour *Riowna* made wonderful weather of it with a single reef, while *Sir Tom* seemed overpowered with two reefs in her mainsail. *Lady V* was disabled through a spreader giving away, though she was in third place when she had to give up. The result was that *Riowna* won by a five minute margin with *Sir Tom* second and *Turenga* third. However, *Sir Tom* retained both Lipton and Isherwood Cups.

The *Riowna* was then acquired by G. F. Gyles, and in 1926 she met *Sir Tom* at Seattle, with Cedric Gyles at the helm. *Sir Tom* on this occasion was skippered by Jack Graham, and *Turenga* was sailed by Philip Rogers. *Riowna's* crew was Cedric Gyles, Norman Gyles, Murray Rowan and Harry Jones, While *Turenga's* crew was Philip Rogers, Pat Burns, Temple McMullen and Gardner Boulthbee. Again *Sir Tom* proved her superiority and held on to the Lipton trophy.

With *Riowna* hopelessly outclassed except in half a gale, the Vancouver yachtsmen began to think of a new challenger, and a syndicate was formed which secured designs from John Alden. This was the *Lady Pat*, built by Vancouver Drydock and Salvage Co. at North Vancouver. The 1927 international regatta was held in Vancouver and the new challenger was skippered by Ron Maitland, with a crew consisting of Phil Whitehead, Tom Ramsay and W. G. Mackenzie. Geary was again at the tiller of *Sir Tom* and Cedric Gyles handled *Riowna*. The first day's race was won by *Lady Pat* handily with a lead of one minute 58 seconds due largely to an error by Geary who apparently lost count of the rounds, and thought he had finished at the end of the second, where he was in the lead. He took up the race again but was unable to overtake *Lady Pat* although he passed *Riowna*. The boats had a westerly breeze of 7 to 9 knots.

Next day *Sir Tom* won by about six minutes in a light wind. On the third day, after the preliminary gun had been fired and the race was officially on, *Sir Tom's* main halyard carried away and the mainsail came down on deck. In the interests of good sport, Maitland and Gyles asked the judges to postpone the contest until Geary could get his repairs completed. After half an hour's postponement the race got away with Cedric Gyles sailing *Riowna* in the windward berth and *Lady Pat* under her lee but slightly ahead, and *Sir Tom* further to leeward. The race was sailed in a fresh easterly breeze, *Sir Tom* winning by about a minute from *Lady Pat*, and beating *Riowna* by about four minutes. So the Seattle boat once again captured the series and retained the Lipton Cup. *Riowna* was crewed in this race by Cedric Gyles, H. A. Jones, G. F. Gyles and Art Jefferd.

In 1928 another syndicate built an "R" boat and entered the lists under R.V.Y.C. colours to race against *Sir Tom*. This was the famous

Lady Van, designed by C. E. Nicholson. She was in many respects similar to the Nicholson-designed *Patricia*, but with specifications to suit the light weather conditions expected on English Bay. She was launched by Vancouver Drydock Co.

She measures 39 feet overall, 23 feet at the waterline, and seven feet one inch beam at the waterline. Her measurements were the closest to *Sir Tom* of any boat racing for the Lipton Cup, the American yacht being 40 feet overall, 22.7 feet at the waterline and 7.4 feet beam.

Lady Van was double planked with red cedar. There was very keen tuning up for the international regatta, with skipper Tom Ramsay having as his crew Art Jefferd, Bob Rowan and W. H. Savage. Ron Maitland's crew in *Lady Pat* consisted of Jack McDougall, Dean Johnson and W. G. Mackenzie, while G. F. Gyles in the *Riowna* had in his crew Cedric and Norman Gyles, Harry Jones and Francis Akhurst.

When the yachts met in the Lipton Cup contest at Vancouver in July 1928, *Sir Tom* won three straight races in light to moderate easterly winds, but it was no easy contest, and in the first race she did not get the lead until well along in the race. The margin between *Sir Tom* and the second boat ranged from two minutes and 20 seconds in the first race to nearly three minutes in the third. The finishes might have been closer and not so favorable to *Sir Tom* if it had not been for the keen rivalry between *Lady Pat* and *Lady Van*. *Lady Pat* got second place in the first two races and *Lady Van* was second in the third race, the points for the series being: *Sir Tom*, 12; *Lady Pat*, 8; *Lady Van*, 7; and *Riowna*, 3. *Riowna* was well sailed but had no chance with the others in the prevailing light weather.

By 1929 *Lady Van* had been purchased by E. F. "Jack" Cribb. Ted Geary again came up with *Sir Tom*, Ron Maitland was at the tiller of *Lady Pat*, and G. F. Gyles and his sons sailed the *Riowna*. At last the tide of victory turned in favor of Vancouver after 15 years of effort. The first race of the Lipton Cup series was sailed over a triangular course on English Bay in a light westerly breeze and was won by Ron Maitland's *Lady Pat*, which finished 13 minutes within the four hour time limit for the 12 mile course, leading *Sir Tom* by a whole leg. *Lady Van* was 25 minutes behind *Sir Tom* and *Riowna* was unable to finish.

Lady Pat's crew was Ron Maitland, W. G. Mackenzie, Aeneas Bell-Irving and Dean Johnson. *Lady Van* was sailed by Jack Cribb, Tom Pattison, George Askew and Harry Jones; while *Riowna's* crew was George, Norman and Cedric Gyles, F. Akhurst and Murray Rowan. In the second day's racing, success again rested with the Royal Vancouver Yacht Club, but it was Jack Cribb's *Lady Van* which carried the day. She took the lead when she passed to windward of *Sir Tom* a few seconds after the start in a strong easterly breeze, and soon drew away from them all. Heavy puffs were blowing over 20 knots, and all boats were carrying full sail. *Lady Pat* lost one of her weather shrouds and the mast followed, breaking off about a third of the way from the deck.

At the finish line of a grand race *Lady Van* was the winner 31 seconds ahead of *Sir Tom* and one minute and 45 seconds ahead of *Riowna*. On the third day of the race, Norman Gyles sailed in *Lady Van* in place of Tom Pattison, and she registered her second victory in a moderate westerly breeze, after a close contest with *Lady Pat*, which had procured a new mast. *Lady Van* was a minute ahead of *Lady Pat*, and 7½ minutes ahead of *Sir Tom*, while *Riowna* brought up the rear in a failing breeze. *Lady Van* got 12 points for the series, *Lady Pat* eight points, and *Sir Tom* eight points, thus after 15 years of failure by previous challengers, *Turenga*, *Patricia*, *Riowna* and *Lady Pat*, the *Lady Van* won the Lipton Cup for Vancouver.

The 1930 international regatta was held at Victoria over a new course off Cadboro Bay, and once again the Lipton Cup returned to Seattle. *Lady Van*, skippered by Jack Cribb, won the first race in a heavy easterly, with squalls of 30 miles or better. *Lady Van* finished 18 seconds ahead of *Lady Pat*; three minutes and two seconds ahead of *Sir Tom*; three minutes and 41 seconds ahead of *Riowna*, and 10 minutes and eight seconds ahead of *Turenga*, skippered by Forrest Rogers. The second race was sailed in a very light easterly. *Lady Van* was knocked out when she fouled a mark, and this put off *Lady Pat* from rounding smartly, so *Sir Tom* won with the safe lead of three minutes, 17 seconds.

So *Sir Tom* got the cup back, winning the third race in a light breeze with *Lady Pat* one and a half minutes behind. *Sir Tom* got 18 points for the series, *Lady Pat* 11, *Lady Van* 9, *Riowna* 6, and *Turenga* 5.

But the long supremacy of Seattle in the "R" class contests was on the wane, and in 1931 international regatta at Bellingham, Jack Cribb sailed *Lady Pat* to a decisive victory over the ageing *Sir Tom*. In the first race in light variable winds *Lady Pat* came across the line first with a lead of eight minutes 10 seconds. The second race, in a fresh northerly breeze, was won by *Sir Tom* with a lead of one minute and 10 seconds. The third race, which was won by *Lady Pat*, was declared no contest, because one of her crew members, Harry Jones, fell over board, and *Sir Tom*, again skippered by Ted Geary, stopped to pick him up. This led to a re-sailing of the race on August 15, with *Lady Pat* crossing the finish line 32 seconds ahead of *Sir Tom* in one of the closest and most thrilling races ever held in the series. *Lady Pat's* time over the 12 mile course was two hours, 15 minutes, 57 seconds.

In 1932 the *Lady Pat*, again with Jack Cribb at the helm, retained her possession of the Lipton Cup at the P.I.Y.A. regatta at Port Townsend. Her junior crew included Doug Maitland, 16-year-old son of the owner. *Lady Van* was also entered with Cedric Gyles at the helm, and of course Ted Geary had the perennial *Sir Tom*. *Lady Van* was now owned by E. W. Hamber.

In the first race *Sir Tom* came in first with a comfortable lead of three minutes 44 seconds over *Lady Pat*, with *Lady Van* close behind. However, Jack Cribb out-manoeuvered the old maestro Ted Geary in

both the second and third races of the series and retained the cup. The final score was *Lady Pat* 8 points, *Sir Tom* 6 and *Lady Van* 4.

The 1933 international regatta was held in Vancouver, and was notable for the fact that both the "R" class contenders had junior crews. *Lady Pat* represented the R.V.Y.C., having eliminated the *Lady Van*, skippered by Ken Glass. *Lady Pat* was handled by Doug Maitland, with Bunny Whitcroft, Spud Akhurst and Jack Lindsay in his crew. For the first time in the Lipton Cup series *Sir Tom* didn't have the veteran Ted Geary at the stick, being handled by Arthur Ayres. In the first race *Lady Pat* lost her jibstay, but Ayres showed his sportsmanship by refusing to continue and the race was called off.

The next two races were a draw, with *Lady Pat* and *Sir Tom* each winning in the same day's racing. In the first race, in a nine knot breeze, *Lady Pat* won handily over her rival, finishing with a lead of 11 minutes and 7 seconds, for a time of three hours, 10 minutes, nine seconds. In the second race of the day *Lady Pat* got off to a poor start, losing about four minutes getting over the line. However, she managed to catch up to her rival in a seven knot breeze, but *Sir Tom* managed to slip over the finish line with a lead of 22 seconds. The third race was won by *Lady Pat* after a close battle, retaining both the Lipton and Isherwood trophies for the R.V.Y.C.

At the 1934 P.I.Y.A. regatta, also held at Vancouver, *Lady Van* showed her capabilities by winning the Lipton and Isherwood trophies in two straight wins. In the first race of the series, *Lady Pat*, skippered by Doug Maitland, was first to cross the line, but she was disqualified for fouling *Sir Tom* while rounding the first buoy, and *Lady Van*, which crossed the finish line several lengths behind, was acclaimed the winner. In the second day's racing, *Lady Van*, skippered by Harry Wylie, led all the way, beating *Lady Pat* by a bare minute. The Seattle entry, *Sir Tom*, under Arthur Ayres, grounded off the Point Grey bell buoy for 15 minutes and never regained the loss. A third race, required under the Isherwood Cup rules, was also won by *Lady Van* in very light winds, 12 minutes and 23 seconds ahead of *Lady Pat* and 38 minutes and 28 seconds ahead of *Sir Tom*.

In 1935 the veteran Ted Geary returned to the fray at the P.I.Y.A. regatta at Bellingham to puck up the Isherwood Trophy again with the new Seattle entry *Live Yankee*, which had been shipped round from the east coast the year before, and was owned by C. W. "Cully" Stimson of Seattle. The Lipton Cup was withdrawn from competition for technical reasons in 1935 and 1936. *Lady Pat*, under Doug Maitland, had a tough run of luck. Caught in a heavy blow in Bellingham Bay, she lost her mast, but borrowed another stick from *Turenga*, only to lose her starboard shroud in the first race, forcing her to put about. *Sir Tom* was also forced out with a broken shroud. Cedric Gyles in *Riowna* sailed a fine race, coming second to *Live Yankee*, with Harry Wylie bringing in *Lady Van* third.



Sloop LADY VAN, 1928.



LADY VAN'S first racing crew L. to R., Commander Savage, Bob Rowan, Skipper T. M. Ramsay, A. H. Jefferd.

The second race provided an easy win for Ted Geary, but the third race of the series proved a surprise. Breezes were light, and *Live Yankee*, a heavy weather boat, could get nowhere, coming in a poor fourth, crossing the line in a dead heat with *Riowna*. *Lady Van*, skippered by Harry Wylie came in first, making the score 12½ points for *Live Yankee* and 12 for *Lady Van*.

During the next five years of "R" class international racing, *Lady Van* consistently showed her superiority over all rivals. In Isherwood Cup racing at Victoria in 1936, *Lady Van* was skippered by Harry Wylie, *Sir Tom* by Arthur Ayres, *Lady Pat* by Doug Maitland, *Live Yankee* by Jack Graham and *Riowna* by Norman Gyles, with *Lady Van* leading the field in three straight wins: The international regatta in 1937 was at Port Townsend, with *Lady Van*, *Lady Pat*, *Sir Tom* and *Live Yankee* competing. *Lady Pat* was now under American colors, having been sold to Manson Backus of Seattle. The first race was won by Jack Graham in *Live Yankee*, then acknowledged U.S. Atlantic and Pacific champion in her class but *Lady Van* had no trouble romping home in the next two tests to cinch the Lipton Cup again. For the first time in international "R" class racing, *Lady Van* had a lady at the helm, Miss Dorothy Wylie, who showed that she possessed all the skill of her father, H. E. Wylie. Her crew for the series was Peter Winckler, Colin Campbell and Ron Roberts.

The 1938 P.I.Y.A. regatta was held in Vancouver, and Harry Wylie was again at the helm of Eric Hamber's *Lady Van*, holding both the Lipton and Isherwood trophies with five straight wins over *Sir Tom* and *Lady Pat*, the two cups being raced for in separate series instead of concurrently as in the past. In 1939 at Bellingham the *Lady Van* under Harry Wylie again cinched the Lipton and Isherwood trophies with six straight wins over *Lady Pat*, *Sir Tom* and *Riowna*. In the Lipton series, *Sir Tom* lost her mast in the second race and *Riowna* her mainsail in a 30 knot breeze in the third race, so *Lady Pat* was the only one to finish the course against *Lady Van*. Harry Wylie repeated again at the Cowichan Bay P.I.Y.A. in 1940, with six straight wins over *Sir Tom* and *Riowna*, skippered by Cedric Gyles.

That year marked the end of international "R" class racing in Pacific coast water, with *Lady Van* the acknowledged speed queen, after a generation of keen competition. Canada was now deeply embroiled in war, most of the younger yachtsmen were joining the colours, and defence regulations required all Vancouver yachts to stay east of Jericho. Consequently racing ceased completely from 1941 to 1944. *Lady Van* and *Riowna* were sold to Seattle owners, and *Turenga*, then owned by Frank Stuart, was sunk in collision with a coastal steamer off Point Atkinson, so for the first time in 27 years the R.V.Y.C. was non-competitive in "R" class. The Isherwood trophy is dormant, and the Lipton trophy was offered for six-metre competition after the war.

Early Power Boating

IN THE EARLY DAYS of yachting in Vancouver, sail predominated almost entirely, for few could afford to operate one of the expensive steam yachts of the period. However, with the development of the gas engine, and later of the diesel, the once-despised power cruiser became an important feature in club activities. The adoption of small auxiliary engines in sail craft also became almost universal, at least in the larger classes.

The first private steam yacht to appear on Burrard Inlet is believed to be the *Nagasaki*, which was built in Japan, and brought to Vancouver on the deck of a steamer before 1890. She was of teak, copper fastened, with upholstered interior, and been built to the order of A. G. Ferguson, a C.P.R. official. She passed through several ownerships in the early days of Vancouver, but does not appear to have ever been on the club roster, for by 1904 she had become a tugboat, and finally ended her days in the fish business.

Somewhat similar to the *Nagasaki* was the *Mow Ping*, a fine teak-hulled steam launch imported from China by B. T. Rogers, and the first power boat in the fleet to fly the blue ensign—had a Scotch Marine Boiler and 2 cylinder compound steam engine. She had a gleaming brass funnel and was kept with all the pomp and splendor of a naval pinnace. She ended her days ingloriously on the west coast of Vancouver Island towing fish scows. Mr. Rogers followed the *Mow Ping* with the huge steam yacht *Aquilo*, the largest vessel ever to fly the R.V.Y.C. burgee. After his death, she was sold to Seattle owners.

The first gas engines to be imported and sold in Vancouver were brought out by a club member of many year's standing, A. W. LePage, who for many years owned the fine power cruiser *Tusitala*. By 1905, the club's fleet list shows 19 gasoline powered vessels on the roster, including Rev. John Antle's first Columbia Coast Mission boat, the *Columbia*.

The Rev. John deserves a special place in the club history, yachts and the sea were the great loves in the life of this doughty Newfoundlander. He will go down in B.C. history as the founder of the Columbia

Coast Mission, which brought medical care and religious consolation to many remote spots on the B.C. coast.

He first cruised the coast in 1903 in the open-deck sloop *Laverock*, and the experience persuaded him of the need for a coast marine mission, which he started in 1905. In 1933 he purchased in Europe the magnificent 75 foot yacht *Syrene*, later renamed *John Antle*, which he sailed out to this coast from Falmouth, England, for use as a hospital ship. Her figurehead was a bare-bosomed siren, which Mr. Antle thought rather unsuitable for a mission boat, so he donated it in 1936 to the Royal Vancouver Yacht Club, where it is a handsome ornament on the balcony of the Jericho station. The clipper-bowed yacht is now owned by the B.C. Forest Service.

When he was nearly 75, John Antle went to England and purchased the 48 foot yawl *Reverie*, which had been built of teak in Assam, India, in 1933. In the summer of 1940 he sailed her to Vancouver with only a Portuguese boy as crew. As soon as the war was over he set out again for a cruise to the West Indies with two young girls as crew members. Now over 80 years of age, the voyage proved too much for his health, and for the first time in his life John Antle admitted defeat and decided to return home from Panama. The R.V.Y.C. sent one of their members to California to help him sail the last lap home. The old sea dog continued to live aboard his yacht at the Coal Harbour station of the R.V.Y.C. until his death in 1949 at 84.

Power boating really came to the fore in the club in the boom years between 1910 and 1913, with the appearance of such vessels as F. L. Hutchins' *Ysidro*, E. B. Deane's *Emoh*, W. A. Bauer's *Wyrril*, R. P. McLennan's *Lo'Olbee*, E. J. McFeely's *Jolly Mac*, F. L. Buckley's *Epauline*, and Knox Walkem's *Half Moon* and *Full Moon*.

In the years just prior to World War I, a thriving business developed in importing teak-built yachts from Hong Kong, which were brought out on the decks of freighters. Notable among the Hong Kong yachts were Stuart Cameron's *Gleniffer*, W. F. Brougham's *Daphrona*, William Farrell's *Sheileena*, C. R. Gordon's *Walrondo*, the *Iphis*, later Newton Burdick's *Helena B.*, and the *Sutil*, later the *Athero*.

The early days of power boat cruising in the club are graphically recalled by Colin Ferrie, who before the war owned the *Colifer*, and since 1923 has owned the *Rhinegold*. Modern members haven't an idea of the difficulties power boat owners had in the early days, he recalls.

A popular early engine was the heavy duty Buffalo, which had a five inch bore and six inch stroke, and had to be started with a heavy bar. The bigger ships had Frisco Standard gas engines. The first semi-diesel in the club was in the *Sheileena*, which had to be started with a blow torch. Self starters first appeared about 1923. Every man had to be his own mechanic, for the power boats were inclined to break down any time and anywhere with little provocation. However there was a

great spirit of camaraderie among club members who owned power boats, and they always rallied around to help those in distress. This often entailed towing a fellow member for a considerable distance. Often search parties were organized to look for yachts which failed to return from cruises on time.

International power boat races were very popular in the years 1907 to 1914, and many R.V.Y.C. yachtsmen were also affiliated with the Pacific International Power Boat Association, of which R. P. McLennan was commodore in 1909-10 and Knox Walkem in 1911-12.

Three Vancouver power boats were entered in the third annual long distance cruising race in 1910, between Tacoma and Victoria, which was won by Knox Walkem's new *Half Moon*, 42.2 feet long overall, by 10 feet in extreme beam, and powered by an 18 h.p. Eastern Standard gas engine. She was built and designed by Capt. Billy Watts of Vancouver Shipyards. Other Vancouver entries were the *Konomic*, a 58 footer built by Easthope Brothers specifically to enter the Puget Sound and Alaska long distance races, and the *Limit* of 1908, which had already won the Alaska race with E. B. Deane as skipper. In the 1910 race *Konomic* was skippered by Ernest Easthope and *Limit* by A. W. LePage. There were seven American entries.

Under the measurement handicap rules then applied, *Half Moon* was first and *Limit* second. *Konomic's* new engine gave her trouble and she rated seventh. Elapsed time of the *Half Moon* from Tacoma to Victoria was 23 hours, 52 minutes and 19 seconds. The course was a triangular one, and entailed the rounding of a stake boat in English Bay before the boats could proceed through Active Pass.

In the 1911 international race Walkem's *Half Moon* came second to the Tacoma yacht *Corsair*, so he decided on a new entry for the 1912 race. The result was the *Full Moon*, designed by the famous E. B. Schock, and built by J. R. Van Dyke and Sons at Vancouver. She was 56 feet long overall by 11 feet beam, powered by a 25 h.p. Eastern Standard. She easily triumphed over *Corsair*, winning the race with an elapsed time of 23 hours and 31 minutes. Other R.V.Y.C. entries were W. A. Bauer's *Wyrill*, which came in second, and F. L. Hutchins' *Ysidro*. The course was from Vancouver to Tacoma, via a stake boat at Port Angeles.

In 1912 there was sufficient interest in power boat racing in the R.V.Y.C. for Commodore B. T. Rogers to offer the Commodore's Cup.

There was a two day race, the first day from Vancouver to Nanaimo, and the second day from Nanaimo to Buccaneer Bay. Ten power boats started and the winner was W. A. Bauer's *Wyrill*, with S. J. Castleman's *Naturitch* second and Knox Walkem's *Full Moon* third. In 1913 the international race was between Olympia and Victoria. The Commodore's Cup was won by J. Emerson's *Arranmore*, with H. M. Burrit's *Elgomar* second and *Vaquero* third. In 1914 the Commodore's Cup race was from English Bay to Porlier Pass, and won by C. Wakeley's *Gene*. Alex Mar-

shall's *Vireve* was the power boat race winner in 1915, but until the war was over racing of any nature at the club was non-existent.

One of the finest power yachts to join the R.V.Y.C. fleet in the prosperous pre-war years was the 60 foot teak-hulled *Walrondo*, built in Hong Kong in 1912 for C. R. Gordon. She was named after the two sons of the family, Wallin and Ron, and the family dog Do-do. The *Walrondo* has a claim to fame in club annals, for she is believed to be the only vessel in the R.V.Y.C. club ever to be captured by pirates, and spirited away from the Coal Harbour floats.

The *Walrondo* had been brought out from Hong Kong by a Seattle man named Jerry Woods, who did a thriving business ordering and supervising the building of yachts in the Orient for owners in the Pacific northwest. When the *Walrondo* arrived, she did not come up to Mr. Gordon's specifications in some respect, so there was a dispute over the final payment.

One dark night in December 1912, Mr. and Mrs. Woods climbed aboard the *Walrondo* at her Coal Harbour berth, managed to start the engine unobserved, and stole away out of the harbour to a remote cove near Seattle.

Several days went by before the *Walrondo's* owner was able to discover the whereabouts of his ship. Taking an engineer with him, Mr. Gordon sped away to Seattle, where he recruited the services of a lawyer and two deputy sheriffs. In the dark of the night the foursome crept up on the *Walrondo* at her berth, where they were greeted by Mrs. Woods with a shotgun and dire threats of violence if they attempted to come aboard.

The deputy sheriff read a writ of attachment; there was a scuffle with Mrs. Woods over possession of the shotgun, and finally the rightful owner again took possession. The Woods family were put on the shore with their baggage, and told where they could go.

Subsequently Mrs. Woods was forced to return to Vancouver to meet another charge against her, so she was also charged with theft and piracy for good measure.

The case was heard before the late Judge Billy McInnes, who happened to be a friend of the complainant. Early in 1913 Mrs. Woods was convicted of grand larceny, for stealing the *Walrondo's* engine . . . there was some legal doubt about the title to the ship . . . and was sentenced to a stiff jail term.

During the first Great War, the *Walrondo* was sold to the federal department of fisheries for use as a patrol boat, and she is now owned by the federal department of public works, used as an inspection boat, to carry engineers to remote spots on the coast. Her teak hull is said to be still as sound as when she was captured by the pirates from the R.V.Y.C. floats more than half a century ago.

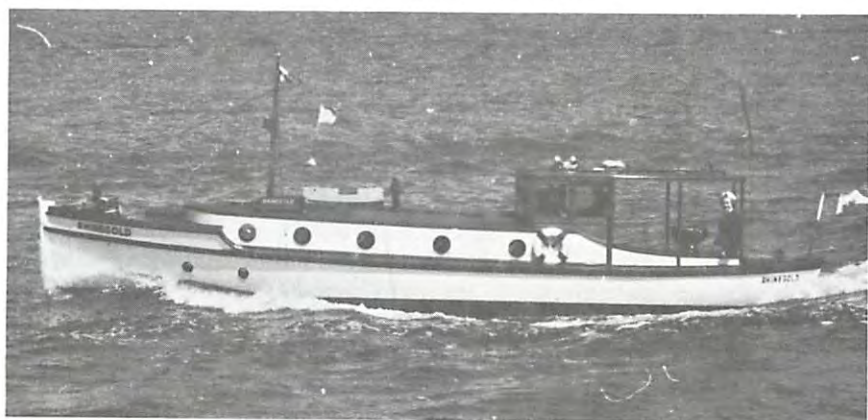
International power boat racing was revived after the war, and in



C. R. Gordon's WALRONDO, 1912.



E. B. Deane's DAVY JONES, 1910.



Col. C. C. Ferrie's RHINEGOLD. Built 1911, still going strong. Opening Day, 1965.

1922 the Pacific Motor Boat race from Vancouver to Seattle attracted some interest, with W. P. Dewees' big *Reindeer*, a former U.S. Navy submarine chaser, coming in second. She also won the Rudder Cup race that season on Lake Washington. In 1923 the winner of the Pacific International Motor Boat Cup, for a race between Seattle and Vancouver, was won by Capt. James Griffiths' *Sueja* of Seattle. The White Rocks power boat race was won by *Reindeer*, and the Flat Tops race by W. J. Butt's *Jolly Mac*.

Between the wars many other large power boats were added to the fleet. In 1922 the 122 foot diesel yacht *Norsal* was completed, and has proudly flown the R.V.Y.C. burgee ever since. She was built for N. R. Lang of the Powell River Co. and was built at Menchions' yard in Coal Harbor. She was subsequently owned by W. P. Dewees and is now beautifully maintained by Clarke Gibson and his brothers, serving as commodore's flagship in 1952. Mr. Dewees was one of the most enthusiastic of power boat yachtsmen and his ships included the converted U.S. submarine chaser *Reindeer*, which he acquired in 1921, and later the famous *Moonlight Maid*, which was once the commodore's ship of the New York Yacht Club, and whose career is worthy of special notice.

She was originally the *Columbia*, built at Philadelphia of iron in 1898 to replace a yacht of the same time which had been sold to the U.S. Navy. The *Columbia* was purchased by the Royal Canadian Navy about 1915 for patrol duties on the Atlantic coast under the name of H.M.C.S. *Stadacona*. She later became an accommodation ship at Halifax, and gave her name to the naval shore establishment there. She also served at Esquimalt for a short time. After her war services, she was purchased by Capt. Joe Hobbs of Vancouver, who operated her for a time as a rum-runner under the unlikely name of *Kyukuzmt*. He subsequently converted her back to a luxurious yacht under the name of *Lady Stimson*. Mr. Dewees renamed her in turn, *Moonlight Maid*, and this fine clipper-bowed ship was long one of the outstanding power yachts in the club. She was sold during the second World War to become a tug operating between Seattle and Alaska, a rather sad end to a notable career. It has often been said that she also served in the Spanish American War as USS *Wasp*, and took part in the capture of Manila, but it was an older, but similar sister, also called *Columbia*, that had this honor.

In 1925 Mr. Dewees offered a cup for a gulf power boat race, which was won by *Jolly Mac*. The Dewees Cup is still in active competition among club members. Races in the 1920's were under Rudder Club rules, which had some resemblance to the predicted log races of today. Each owner estimated the time his boat would take to cover the distance at a fixed number of engine revolutions, penalties being imposed for any engine adjustments after a five minute period at the start.

R. M. Maitland, commodore in 1924, was an enthusiast both in sail and power boating, and among the power cruisers he owned at various

times were the *Yrrebeinna*, *Ysidro*, *Gleniffer*, *Heather M.*, and *Belmont*.

A. Melville Dollar, commodore in 1925 and 1926, was also an enthusiastic power boat cruising man, and his *Rio Bonita*, a 95 foot former sub chaser which he acquired in 1922, took part in many notable long coastal cruises. He was always a great booster for the beauties of Princess Louisa Inlet, and in 1924 the *Rio Bonita* took part with many other outstanding coast yachts in a cruise to that beauty spot. In those days organized club cruises were much more popular than they are now, and it was not unusual for 20 or 30 power boats to set off at one time for a long weekend up the coast.

The fleet cruise to Princess Louisa Inlet in July, 1924 was a memorable one. Taking part in the week long trip were 11 power yachts and seven sailing craft. They make an interesting list, for many well-known old-timers, their families and friends, were represented. Leading the flotilla was Commodore R. M. Maitland in the power cruiser *Ysidro*; Vice Commodore A. M. Dollar in the *Rio Bonita*; and Rear Commodore W. J. Butt in the *Jolly Mac*. Other power cruisers were W. P. Deewees' *Reindeer*, A. L. Bell's *Arrawac*, S. N. D. Robertson's *Iola*, C. C. Ferrie's *Rhinegold*, George Beeching's *Mandalay*, and the famous *Sueja*, flagship of Capt. James Griffiths, commodore of Seattle Yacht Club, and also a longtime member of the R.V.Y.C. Two power cruisers from Tacoma also joined the flotilla.

Sailing yachts taking part were Bill Templeton's yawl *Tamahnowus*, A. E. White's yawl *Verada*, Ernest Woodward's yawl *Sally Lunn*, J. Wilkinson's yawl *Ailsa II*, G. F. Gyles' sloop *Elsa May*, Harold Jones' sloop *Spirit II* and Stuart Dollar's sloop *Snookie*.

The 30 foot power cruiser *Iola* was an interesting addition to the fleet, for she had recently been shipped out from Scotland, where she had cruised extensively. Colin Ferrie's 35 foot *Rhinegold*, which he had recently acquired, had been built as long ago as 1911, but this fine little 35 footer has always been treated with loving care, and she is still Col. Ferrie's pride and joy and a credit to the power boat fleet.

One of the club's enthusiasts in the 1920's was Capt. (later Sir) Joe Hobbs who owned several famous yachts. He was one of the most famous of the rum running entrepreneurs of the period, so he was not averse to using his vessels for a little legal liquor running on the side. The first of his yachts was the 100 foot luxury schooner *Naden*, built at Wallace's shipyard as a government surveying vessel, and seconded to the Royal Canadian Navy during World War One. She became a depot ship at Esquimalt, and her name is immortalized in HMCS *Naden*, the Esquimalt naval establishment. Captain Hobbs purchased her from the navy in 1924 and later renamed her *Mabel Dell* in 1926. She was subsequently sold to California. Hobbs also acquired the famous *Stadacona* from the navy, so that by a strange coincidence, he owned the vessels that gave their names to both the Halifax and Esquimalt naval bases. He oper-

ated the *Stadacona* as the yacht *Lady Stimson* before selling her to Mr. Dewees. Captain Hobbs also brought out from England the 150 foot clipper-bowed steam yacht *Vencedor*, originally the training ship *Exmouth II*. She was later acquired by Hon. E. W. Hamber, and from 1931 to 1935 proudly flew the commodore's burgee.

A notable addition to the power fleet was made in 1939, when the 100 foot *Fifer* was completed at Burrard Dry Dock for the late Capt. W. M. Crawford. No expense was spared in her construction, for her owner hoped to use her for world cruising. However the outbreak of war made this impossible, and Captain Crawford died before he could enjoy his magnificent vessel. After the war she had numerous owners, and now flies the flag of Hon. Clarence Wallace.



M.V. CLEODOXA, built 1913, owned in recent years by Stan. Morton. Still sound.



M.V. EPAULINE, built 1911, renamed *WALITHY*, owned for many years by Hon. Clarence Wallace and recently by Mr. & Mrs. Les. Simmers.

Star Class

MAKES RECORDS

FOR MORE THAN FORTY YEARS the international Star Class has been the most popular small racing class for R.V.Y.C. members. It has consistently evoked some of the keenest competition, and has cradled some of the club's finest racing skippers.

Among those prominent in the Star Class over the years have been such keen sportsmen as Harry Wylie, W. P. Weston, Ken Watt, Reg. Purves, G. Hazen Phillips, Ron Kerr, P. D. Gordon, Tom Pattison, W. H. Alcock, Bill Roedde, Cedric Dill, Percy Burr, George Parsons, E. D. (Doug) Stone, the Miller brothers Phil and Sid, the Day brothers Bob and Bud, Pat Leslie, Ches. Rickard, Ray Delaplace, and latterly George Mason, Maurice (Shorty) Hunt, the Kirkland brothers Ian and Ken, Bonar Davis, Bill Burgess, Dr. Tom Hope, Dave Miller, Steve Tupper, Carl Petersen, Paul Sturdy, Bill West, Barney Perry and Alan Vittery.

The International Star Class is the oldest class of any of the one-design yachts in the world; it was started in 1911 with the formation of the first fleet on Long Island Sound, New York, and has never stopped growing. Today, there are over 5000 Star boats recorded in the official Star Log Book. International status was achieved in 1922 when the local English Bay Star Fleet applied for and received its Charter—the first fleet outside the United States to do so. Today, there are representatives of 30 countries throughout the world registered as members of the International Star Class.

The class was introduced at Vancouver in 1922 and quickly superseded in popularity the little "Kitten" Class, 15 foot dinghies designed by John Winslow, which produced some keen competition in the years immediately following World War One. The Star Class, however, proved much more to the taste of the small-boat sailors. As originally designed, these boats measured 22 feet, 8 inches overall; 5 feet, 8 inches beam; and 3 feet, 4 inches draft; carrying 282 square feet of sail in a gaff rig. They have a bulb fin keel. The Stars were the first marconi rigs to appear in the R.V.Y.C. fleet.

The original Stars were gaff rigged but by the time the class started here, the rig had been modernized to a "low" marconi rig. The designation "marconi" comes from the association of ideas between high masts and high radio towers then making their appearance following Marconi's invention of radio transmission; Senor G. Marconi had nothing to do with the development of the so-called "marconi rig" known on the eastern seaboard as "Bermuda Rig", probably because the style originated in Bermuda where small boat sailing is a way of life. The first marconi rigs were known as "low marconi's" but about 1932 the Star boom was shortened, and the mast height increased to provide greater efficiency with the same sail area—282 sq. feet. Nowadays, with their high marconi rigs, Stars are probably the fastest vessels under sail.

The first of the Stars were ordered by club members in the fall of 1922, so that there were five of them finished in time for the Victoria Day regatta the next spring. The originals in the fleet were the *Stella Maris*, sailed by Reg Purves, and built by Hoffer's Shipyard in Coal Harbour; three built by John Winslow's yard, the *Corona* for Tom Pattison, *Astrea* for Harry Wylie and H. H. Simmonds, and *Centaur* for W. H. Alcock. *Auriga* was built by Hazen Phillips and Ron Kerr. They were soon followed by A. N. Wolverton's *Mercury* and W. P. Weston's *Daphne*.

Winner of the first Star Class race in English Bay was Reg Purves' *Stella Maris* on May 24, 1923, who was also the winner of the Roedde Cup, put up that first year by G. A. Roedde Sr., father of Bill Roedde, as a perpetual Star Class challenge trophy.

The Macneill trophy, which was originally put up for competition in the old 18 foot class, was in 1923 changed to a perpetual challenge trophy for the coast championship in the Star Class. At the international regatta in Vancouver in 1923 the cup was won by Wylie and Simmonds' *Astrea*, although when it came to presenting it, the cup could not be found. The trophy then remained in abeyance until 1937 when it turned up again, and has since been the challenge trophy for Roedde Class sloops in the White Rocks race.

The first Roedde Cup competition resulted in a tie between Reg Purves' *Stella Maris* and Tom Pattison's *Corona*, with 27 points each, 24 points for *Astrea*, 23 for *Auriga*, 13 for *Centaur* and 8 for *Mercury*. The fate of the cup was settled in a race twice around a triangular course on English Bay between Purves and Pattison, with *Stella Maris* coming in ahead with a lead of 7 minutes 16 seconds.

So keen was the interest in the club in Star Class racing that in 1923 a challenge was forwarded to the International Star Class Association naming Harry Wylie as the Vancouver representative at the international Star Class races to be held on Long Island Sound in late August. His expenses were raised by subscription among club members. He took his own sails, but borrowed a boat. Mr. Wylie proved his fine

qualities as a racing skipper by winning second place in the series of three races, as well as some special trophies.

Flushed with this success, the R.V.Y.C. decided to try again in 1924, when Fleet Captain Reg Purves was selected to represent the club at the Long Island regatta. He took with him as his crew Purves McLennan, and sailed a chartered yacht under his own name of *Stella Maris*. On this occasion, the Vancouver challenger came seventh out of ten contestants in five races. However Mr. Purves came second out of 20 Stars in the Knickerbocker Yacht Club general regatta and fourth out of 23 starters in the Larchmont Yacht Club general regatta.

In 1925 the R.V.Y.C. again entered a challenger in the Long Island Sound regatta, with Hazen Phillips representing the Star fleet. He won second place, and captured the distant fleet trophy from a score of entrants. By this time there were 38 organized fleets in the International Star Class Racing Association and 327 registered yachts.

The year 1926 was notable for the first long distance cruise undertaken by adventurous Star Class yachtsmen. Three of the class made a six day cruise to Vancouver Island and the Gulf Islands, cooking their meals on the beaches. Taking part in this midsummer safari were Harry Wylie and R. C. Mathieson in *Mercury*, Reg Purves and Bill Roedde in *Stella Maris* and Hazen Phillips and Ron Kerr in *Auriga*.

The next international Star Class series to be contested by the R.V.Y.C. was in 1928 at Newport Beach, California, over a ten mile course on the open sea. Racing for the world title were that year's Roedde Cup winners, Phillips and Kerr in the *Auriga*. Unfortunately they came in 13th out of 17 competitors, due entirely to their lack of experience in open ocean racing. Faced with a ground swell and light fitful breezes, they found that the successful competitors under difficult conditions had stepped their masts further aft than usual, and moved their iron keels a little forward, giving more weather helm.

The 1932 Olympic Games were held at Los Angeles, so, late in 1931 a new Star Class challenger, the famous *Windor*, was built at George Askew's False Creek yard with the express purpose of representing R.V.Y.C. in the Canadian elimination trials, which were to be held in Vancouver. *Windor* was beautifully built, and was given the new Star Class lofty rig. Harry Wylie was chosen to be her skipper at Los Angeles, with P. D. Gordon as crew. She made her debut on English Bay in June 1932, painted a light sea-green, and quickly proved herself faster than the old speed queens *Auriga* and *Astrea*. In the Olympics elimination trials she easily outsailed *Nomana*, skippered by Dick Leckie, which also had the new lofty rig.

The Olympic yacht races were held that summer off the San Pedro breakwater under wide open blustery conditions. Harry Wylie proved the new *Windor* was a worthy competitor, and that he had few equals as a skipper. He had the bad luck to be fouled in the first race, but despite this handicap he tied for third place on overall points.

The Star Class fleet had always had their headquarters in English Bay, off the old pier, from the time of their formation, and Star owners were among the most enthusiastic leaders of the move to build a new clubhouse on English Bay off Jericho Beach, and the actual move in 1927 was a great boon to the class. In 1934 the Kitsilano Yacht Club was formed, with a clubhouse off Kitsilano Beach. This resulted in some keen inter-club competition for Stars, Snipes, and other small racers.

Adding to the records achieved by our Star sailors in the "twenties", this class continues to bring honour and worldwide publicity to Vancouver and the Royal Vancouver Yacht Club.

The name and fame of our British Columbia "yachtsman's paradise" continues to be spread worldwide by their enthusiastic participation in the following important yachting fixtures:

WORLD INTERNATIONAL STAR CHAMPIONSHIPS

<i>Held</i>	<i>Year</i>	<i>R.F.Y.C. Entry</i>	<i>Place</i>
Long Island Sound, N.Y.	1923	H. E. Wylie and Purves McLennan in borrowed Star	2nd
Long Island Sound, N.Y.	1924	Reg. Purves and Purves McLennan in borrowed Star	8th
Long Island Sound, N.Y.	1925	G. Hazen Phillips in borrowed Star	2nd
Newport Beach, California	1928	Phillips and Kerr in <i>Auriga</i>	13th
San Diego, California	1938	R. W. R. Day in <i>Nomana</i>	17th
San Pedro, California	1947	Phil and Sid Miller in <i>Clear Sky</i>	13th
Chicago, Illinois	1950	George Parsons and George Forbes in <i>Windor</i>	26th
Newport Beach, California	1959	Ken Kirkland and Ian Kirkland in <i>Scram</i>	29th
San Diego, California	1961	Bonar Davis and Bill May in <i>Cetus</i>	12th
Lisbon, Portugal	1962	Bonar Davis and Ches. Rickard in <i>Simba</i>	36th
Chicago, Illinois	1963	Dave Miller and Bill West in <i>Glissen</i>	41st
Boston, Massachusetts	1964	Dave Miller and Bill West in <i>Simba</i>	Broke Mast, D.N.F.

INTERNATIONAL STAR CHAMPIONSHIP OF THE AMERICAS

<i>Held</i>	<i>Year</i>	<i>R.F.Y.C. Entry</i>	<i>Place</i>
San Francisco, California	1939	George Parsons and Sid Miller in <i>Windor</i>	13th

WORLD OLYMPIC GAMES — STAR CLASS CHAMPIONSHIP

<i>Held</i>	<i>Year</i>	<i>R.F.Y.C. Entry</i>	<i>Place</i>
San Pedro, California	1932	Harry Wylie and P. D. Gordon in <i>Windor</i>	3rd
Melbourne, Australia	1956	Eugene Pennell and George Parsons in <i>Manana</i>	10th
Naples, Italy	1960	Bill Burgess and Bill West in <i>Scram</i>	23rd
Tokyo, Japan	1964	Dave Miller and Bill West in <i>Glissen</i>	7th

NORTH AMERICAN STAR CHAMPIONSHIP

<i>Held</i>	<i>Year</i>	<i>R.V.Y.C. Entry</i>	<i>Place</i>
Seattle,		Dr. Cec. Helmer in <i>Totem</i>	7th
Washington	1948	Phil and Sid Miller in <i>Clear Sky</i>	8th
Toronto,			
Ontario	1961	Ian and Ken Kirkland in <i>Surf</i>	30th
Seattle,		George Mason in <i>No Mo</i>	6th
Washington	1962	Ian and Ken Kirkland in <i>Surf</i>	15th
Long Island			
Sound, N.Y.	1963	Dave Miller and Bill West in <i>Glissen</i>	6th

PAN AMERICAN GAMES, STAR CLASS CHAMPIONSHIP

<i>Held</i>	<i>Year</i>	<i>R.V.Y.C. Entry</i>	<i>Place</i>
Chicago,			
Illinois	1959	George Mason and Maurice Hunt in <i>Ghost</i>	5th

WINNERS IN 6th DISTRICT (BLUE STAR) CHAMPIONSHIP

<i>Year</i>	<i>Star, Skipper</i>	<i>Year</i>	<i>Star, Skipper</i>
1928	<i>Stella Maris</i> , Reg. Purves	1946	<i>Clear Sky</i> , Phil and Sid Miller
1929	<i>Astrea</i> , Harry E. Wylie	1948	<i>Clear Sky</i> , Phil and Sid Miller
1930	<i>Mercury</i> , C. P. Leckie	1950	<i>Clear Sky</i> , Phil and Sid Miller
1933	<i>Astrea</i> , Harry E. Wylie	1951	<i>Marina</i> , Eug. Pennell
1940	<i>Clear Sky</i> , Phil and Sid Miller	1958	<i>Sparkle</i> , George Mason
1944	<i>Clear Sky</i> , Phil and Sid Miller		

WINNERS IN 6th DISTRICT (GREEN STAR) CHAMPIONSHIP

<i>Year</i>	<i>Star, Skipper</i>	<i>Year</i>	<i>Star, Skipper</i>
1952	<i>Wisp</i> , George Mason	1963	<i>Susan II</i> , Carl Petersen
1962	<i>Windor</i> , Bill West	1964	<i>Spindrift</i> , Paul Sturdy

ENGLISH BAY STAR FLEET — FAUX PAS TROPHY WINNERS

1949	Pat Leslie	1958	Geo. Mason
1950	Geo. Forbes	1959	Dr. T. D. Hope
1951	Dr. C. Helmer	1960	Ann Helmer
1953	P. and S. Miller	1962	Geo. Mason
1954	Bill West	1964	Bill Burgess
1956	Herb. Wilson		

A. H. Jefferd and E. S. Earle are Honorary Life Members in the English Bay Star Fleet in appreciation of their services as Hon. Hydrographers to the fleet.



Trio of Race Judges — H. J. Bird, A. H. Jefferd, E. S. Earle.

Four of the original Star skippers continued in active competition up to the early "fifties"—Harry Wylie, Hazen Phillips, Ron Kerr and W. P. Weston—and while the following roll is by no means complete it records the Stars in the club with the names of their original owners and is taken from the English Bay Star Fleet lists and R.V.Y.C. year books for the years stated. Many changed names and hands several times.

1939	<i>Astrea</i> , H. E. Wylie	1949	<i>Black Fish</i> , Ches Rickard
	<i>Aura</i> , J. C. Barltrop		<i>Crusader</i> , N. S. White
	<i>Auriga</i> , Phillips and Kerr		<i>Night Mare</i> , White and Hargrave
	<i>Ariki</i> , Cedric Dill		<i>Polaris</i> , Pat Leslie
	<i>Clear Sky</i> , Phil and Sid Miller		<i>Reverie</i> , C. Bayne
	<i>Daphne</i> , W. P. Weston		<i>Whisp</i> , Geo. Mason
	<i>Dipper</i> , Stu Slade	1952	<i>Snowflake</i> , G. H. Robinson
	<i>Maori</i> , Capt. B. L. Johnson	1956	<i>Sparkle</i> , Geo. Mason
	<i>Marina</i> , Ditmars and Brooke		<i>Zephyr</i> , H. G. Henniker-Wilson
	<i>Murralet</i> , C. and T. Burke	1957	<i>Black Hawk</i> , Eric Marsden
	<i>Nomana</i> , Bob Day		<i>Duz</i> , Bonar Davis
	<i>Pat</i> , C. H. Foster		<i>King Billy II</i> , G. W. MacLaren
	<i>Serenade</i> , E. Doug Stone		<i>North Star</i> , R. Rayner
	<i>Stella Maris</i> , L. B. Culter	1958	<i>Libra</i> , J. Campbell
	<i>Stormy</i> , Bob Gale	1959	<i>Twinkle</i> , J. Bowron
	<i>Tally Ho</i> , Bill Hewlett	1961	<i>Cetus</i> , Bonar Davis
	<i>Taseko</i> , Bud Day		<i>Diggin</i> , Dr. Tom Hope
	<i>Windor</i> , Geo. Parsons		<i>Ghost</i> , Geo. Mason
	<i>Stardust</i> , F. J. (Bunny) Whitcroft	1962	<i>Scram</i> , Ian and Ken Kirkland
1941	<i>Mercury</i> , Percy Burr		<i>Surf</i> , Ian Kirkland
1942	<i>Twilight</i> , Terry Thompson		<i>Susan II</i> , Carl Petersen
1944	<i>Victory</i> , E. Doug Stone		<i>No Mo</i> , Geo. Mason
	<i>Uranus</i> , C. Bayne	1964	<i>Gypsy</i> , Ken Kirkland
1945	<i>Flying Cloud</i> , Stan Davies		<i>Glissen</i> , Dave Miller
1946	<i>Spitfire</i> , Geo. Parsons		<i>Scram II</i> , Bill Burgess
	<i>Totem</i> , Dr. C. Helmer		<i>Simba</i> , Bonar Davis
1947	<i>Havoc</i> , Ray Delaplace		<i>Spindrift</i> , Paul Sturdy
	<i>Talisman</i> , H. E. Wylie		<i>West Wynn</i> , Bill Burgess
1948	<i>Ghost</i> , Robbie Brown		
	<i>Sapphire</i> , Ron Kelly		



Dave Miller and Ken Baxter race Star DIGGIN.

Province photo.

Flatties (Geary 18's)
Dragons and
Lightnings

ALTHOUGH NOT AS POPULAR with the younger members now as in the Thirties and Forties, the 18 foot centerboard Flattie designed by famed Ted Geary of Seattle in 1928 provides thrilling sailing sport and is the vehicle through which quite a few of our members have achieved Championship status. (Flattie Class recently renamed Geary 18's.)

Flatties appealed to junior members who were looking for a one-design centerboard sloop which could be easily made by amateurs at low cost, would be easily transported by car-trailer and at the same time would be a smart sailing craft. As designed by Geary, it is 18 ft. long, 5 ft. 3 inches beam, carries 157.5 square feet of sail and must weigh 525 pounds or more. Easy to build because of her flat bottom athwartships, she is also very fast, even planing beautifully on a run. She can be put on her beam ends and righted without filling because of her wide decks, and under no circumstances will she sink.

Twelve Flatties were built in 1928 for club members by Pacific Salvage Company, North Vancouver, at a cost of \$200 each. Dean Johnson was the shipwright and our well-known racing skipper Jack Cribb, who was then Superintendent of the company, kept an eye on the construction.

At the P.I.Y.A. Regatta held in Vancouver that year a fleet of Flatties came up from Seattle and our R.V.Y.C. Flattie *Dynamite*, skippered by Doug Maitland with his sister Heather as crew, carried off the International Flattie Championship. Doug was then 12 years old—twenty-seven years later, to be our Commodore. He relates an interesting incident that took place in the local Flattie Series at that 1928 Regatta which was won by P. D. Gordon in *David* with Claude Thicke as crew, closely followed by *Goliath* skippered by Harry Rendell with Walter Thicke as crew.

There was a bet on between these two crews, the loser to pay for the others' boat. *Goliath* was well ahead in a fresh westerly when she "dumped" and the discomfitted, soaked Harry and Walter had to "fish-up" \$200 for Pete and Claude's *David*—biblical history repeated!

Flatties were soon sailing in increasing numbers up and down the Pacific Coast, from Vancouver to Acapulco, Mexico. In 1935 the skippers at Vancouver took down three Flatties to Seattle for an International Championship Series which R.V.Y.C. won, and it was at that event held under N.A.Y.R.U. auspices that Phil and Sid Miller in *Silver Wings* copped their first World Championship.

This was to be only the first of a series of World Championship achievements for the talented sailing Miller family, Phil, Sid and his wife Janet and son David, as the following outstanding record shows—

INTERNATIONAL FLATTIE WORLD CHAMPIONSHIPS

1935 at Seattle in *Silver Wings*. Skipper, Phil Miller; Crew, Sid Miller.

1936 at Vancouver in *Blue Wings*. Skipper, Phil Miller; Crew, Jack Gillies.

1937 at Vancouver in *Blue Wings*. Skipper, Phil Miller; Crew, Jack Gillies.

1938 at Seattle in *Silver Wings*. Skipper, Sid Miller; Crew, Mrs. Janet Miller.

1960 at Vancouver in *Silver Wings*. Skipper, David Miller; Crew, Sid Miller.

The Miller brothers built their flatties themselves and also designed, cut and sewed their own sails and their outstanding ability in this regard is amply demonstrated by the fact that the same boat, *Silver Wings*, won the world's championship in 1938 and again twenty years later, in 1958. Also it should be noted that the Millers have turned their boyhood sport and hobby into their business careers, for in recent years they have built an international reputation and a flourishing business as fine sail-makers to particular and exacting yachtsmen.

The Sears Cup is emblematic of the Junior Sailing Championship of North America. Competition for the Cup is open to crews of three boys or girls who have not reached their eighteenth birthday by September first of the year in which they compete. Contenders or parents must be members of a recognized yacht club in North America.

Although Commodore Herbert M. Sears of the Eastern Yacht Club, Mass., placed the Sears Cup in competition first in 1921 for Massachusetts Yacht Clubs, competition was made national in scope when he deeded the cup on June 23rd, 1931, to the North American Yacht Racing Union and thereafter these contests have been held under the jurisdiction of the Union. In 1951 the Deed of Gift was changed to include Canada, thus making the Sears Cup international in scope.

Our club was signally honoured by being selected the host club for the Sears Cup Regatta August 24 to 28, 1958, the first time the event was held on the Pacific Coast in Canada and on this occasion, sailing in Flatties, after a heart-breaking inadvertent foul in the first race, our boat, skippered by David Miller with crew of Steven Tupper, Colin Park and (alternate) Paul Sturdy, finished second in the Series.

Due to the historic nature of this North American International Junior Sailing Championship event, a condensed version of the Official N.A.Y.R.U. Judges' report, signed by W. H. (Bud) Day, chairman, is reprinted—

The Race Committee, under chairman E. S. Earle, did an outstanding job of conducting the races and setting starting lines, and it was only

necessary for the Race Committee to confer with the Judges on a few occasions . . .

Three protests were filed at the end of the second day, all of which were disallowed without the necessity of holding a hearing. None of these involved N.A.Y.R.U. racing rules fouls, or contact between boats. They involved interpretation of the race instructions. There was one incident involving contact between two boats, which occurred at the start of the first race. The Royal Vancouver Yacht Club Crew were in a windward position, and were unable to respond to a luff without swinging the transom of their boat into the leeward yacht. Skipper Miller, and his crew members, earned the high regard of all attending the Series for their fine display of sportsmanship in withdrawing from this race immediately. There were two other disqualifications in the Series. The Newport Harbour Yacht Club Crew hit a mark in the fourth race, and the Royal St. Lawrence Yacht Club Crew were over the starting line early in the last race, and did not hear the recall signal from the Race Committee.

There was one breakdown during the Series. This involved the Hull Yacht Club Crew, and the rudder on their boat jammed, resulting in a broken tiller. The start of several races was postponed by minor rigging difficulties, resulting from missing shackles, cotterpins, etc., and the Judges felt that more care could have been used by some Crews in leaving the boats properly and completely equipped. First prize in the shipshape inspections went to the Lake Geneva Yacht Club Crew for an outstanding job of attention to their boats. The second prize went to the Royal St. Lawrence Yacht Club Crew, and it was interesting to note that it was the first Crew in Sears Cup history skippered by a girl. One of the regular members of the Crew was also a girl, and their influence no doubt contributed greatly to their success in the shipshape competition . . .

FINAL STANDING, 1958 SEARS CUP CONTEST

Place	Skipper	Club	Points
1	Kevin Jaffe	Noroton	48 $\frac{3}{4}$
2	David Miller	Royal Vancouver	43 $\frac{1}{4}$
3	Wm. M. Hogan III	Hull	40 $\frac{1}{2}$
4	John W. Jennings	St. Petersburg	35 $\frac{1}{4}$
5	Tom Gates	Newport Harbour	35 $\frac{1}{4}$



Sid Miller and son David (skipper) in champion Flattie, SILVER-WINGS.
Sun photo.

R.V.Y.C. DRAGONS BRIGHTEN ENGLISH BAY!

WHILE THE R.V.Y.C. DRAGON FLEET is not a large one their racing events on English Bay provide a very arresting picture with beautiful varicolored spinnakers billowing out over their trim hulls. Fortunate indeed to enjoy the picture are Vancouver residents overlooking English Bay in the summertime, when gentle westerlies puff out their spinnakers as yachts vie with each other on the downwind leg of the courses. With their colorful sails Dragons were the first of the local yachts to adopt the sleek Dacron sails now so popular in light airs with all classes, from Lightnings to the big racing cruisers.

First registered Dragon in Canada, the *Lady Nan*, was imported from Norway in 1951 by W. H. (Bud) Day, who fathered the class here. Soon there were five or six in commission and there have been as many as eleven in our club—today there are nine on the R.V.Y.C. register. The active participation of His Royal Highness the Duke of Edinburgh, sailing *Bluebottle* in Dragon races, and the fact that the Dragon has been regularly selected for the Olympics, has stimulated the class. In 1951, Bud Day won the Dragon series at the P.I.Y.A. Regatta in Victoria, beating two Dragons from Seattle and one each from San Francisco and Bellingham.

His Royal Highness the Duke of Edinburgh presented his trophy to the Canadian International Dragon Council in 1953, the Council consisting of Dragon sailors in Toronto, Montreal, Halifax, Ottawa, Kingston, Vancouver and Victoria. Dragon Class contests for this trophy are held on English Bay approximately every four years, and this year (1965) five U.S. Dragons from Puget Sound were included in the nine yachts contesting.

H.R.H. DUKE OF EDINBURGH TROPHY

	<i>Dragon</i>	<i>Skipper</i>	<i>Club</i>
1953	<i>Dandilion</i>	G. S. Hanna	Royal Canadian Yacht Club
1954	<i>Flying Cloud</i>	G. S. Hanna	Royal Canadian Yacht Club
1955	<i>Okolina</i>	R. K. MacDonalds and Davidson Black	Royal Canadian Yacht Club
1956	<i>Cam</i>	J. P. Leslie	Royal Vancouver Yacht Club
1957	<i>Puzzle II</i>	Rycken Suydam, R. J. Wood, Alan Scott	Royal Canadian Yacht Club
1958	<i>Argo II</i>	Dr. Sam MacDonald	Royal St. Lawrence Yacht Club
1959	<i>Happy Talk</i>	L. H. Muir	Royal Canadian Yacht Club
1960	<i>Cam</i>	Jack Shepherd	Royal Vancouver Yacht Club
1961	<i>Tip</i>	W. Windeyer	Royal Canadian Yacht Club
1962	<i>Joanna II</i>	J. Letourneau	Royal St. Lawrence Yacht Club
1963	<i>Swift</i>	R. G. Townsend	Royal St. Lawrence Yacht Club
1964	<i>Serendippity</i>	E. J. Bottrell	Royal St. Lawrence Yacht Club
1965	<i>Cam</i>	Steven Tupper	Royal Vancouver Yacht Club

The Bluebottle Trophy was presented in 1959 by the Pacific Northwest Dragon Fleet in honour of the visit of H.R.H. The Duke of Edinburgh's Dragon, *Bluebottle*, sailed here on English Bay by Surgeon-Lt. Ross Coles in 1959. The trophy contests are open to Dragons from anywhere on the North American Continent (sailed on English Bay) and the winners have been:

	<i>Dragon</i>	<i>Skipper</i>	<i>Club</i>
1959	<i>Bluebottle</i>	Surg.-Lt. Ross Coles	Visitor, Royal Cowes Yacht Squadron
1960	<i>Tjep</i>	Bob Burgess	Royal Vancouver Yacht Club
1961	<i>Tjep</i>	Bob Burgess	Royal Vancouver Yacht Club
1962	<i>Two Bits</i>	Dr. T. V. Jones	Royal Vancouver Yacht Club
1963	<i>Audax</i>	Barry Clark	Royal Vancouver Yacht Club
1964	<i>Kris</i>	Butt, Downie & Skibbe	Royal Vancouver Yacht Club

Three club trophies are contested by the Dragon Class over English bay courses: the English Bay Trophy, Stromboli Trophy and Gyles Trophy, all Perpetual Trophies.



Steve Tupper sails AUDAX (foreground) in 1964 Olympic trials.

R.V.Y.C. LIGHTNING ACTIVITIES

LIGHTNING CLASS ASSOCIATION No. 90 was granted in 1956 to a group of local Lightning enthusiasts, the majority of whom were R.V.Y.C. members; they were Don Black, Geoff Ince, Douglas Jewett, Dr. Eric Lehmann, Tom Sturgess, Adrian Thompson and Dr. Reid Townsley. The Association was formed in 1939 soon after Lightning No. 1 was launched at Lake Skaneateles, New York, built from Sparkman & Stevens designs in 1938. Small boat sailors headed by C. L. Nicholson II and John Barnes called for a comfortable 19 ft. day sailer, suitable for a family or a group of five or six people, and yet would be fast and sporty enough for racing. Soon after No. 1 was shown at the 1938 New York Boat Show there were 20 Lightnings in commission and by 1941 no less than 700 had been registered and 40-odd Fleets organized. By 1946 there were over 2100 registrations and 90 Fleets.

Hunter Vogel of Maple Bay and Haney built the first Lightning in British Columbia waters around 1945. In 1963 the class became International after receiving International Yacht Racing Union approval and at the end of 1964 there were over 9,000 registered boats in 368 chartered Fleets, and twelve in our club.

Local Lightnings turn out every week-end on English Bay and although they have little decking quite a few venture across the Gulf on week-end cruises through the Gulf Islands. With tarpaulin stretched over the boom and air mattresses to sleep on, hardy families enjoy the thrills and pleasures of yachting at minimum cost.

Four of our club trophies have been allotted to Lightning Class racing, and these are very actively contested. They are Redskin Trophy, Venture Trophy, Rogers Trophy and Port of Vancouver Trophy.

VANCOUVER LIGHTNING FLEET #90

Fleet Champion, Runner Up

1957	Adrian Thomson, Geoff Ince
1958	Geoff Ince, Adrian Thomson
1959	Adrian Thomson, Jim Weir
1960	Adrian Thomson, Darrell Jones
1961	Adrian Thomson, Geoff Ince
1962	Adrian Thomson, Peter Thomas
1963	Dr. D. G. Marshall, Geoff Ince
1964	Dr. D. G. Marshall, Geoff Ince

PACIFIC NORTHWEST DISTRICT- INTERNATIONAL LIGHTNING CLASS ASSOCIATION

Fleet Champion, Runner Up

1957	M. & M. Barber, Seattle;
1958	M. & M. Barber, Seattle; Bob Brown, Seattle
1959	Bob Brown, Seattle; A. Thomson, Vancouver
1960	Jack Gainer, Portland; Ty Campbell, Eugene
1961	Ken Bostram, Seattle; F. Taucher, Portland
1962	R. Sahlin, Bellingham; C. Clark, Seattle
1963	Don Clark, Seattle; Bob Clark, Seattle
1964	Don Clark, Seattle; Dick Blicke, Portland

Spencer and Roedde Classes

DURING THE MIDDLE 1930's racing was at a low ebb in the club because of the depression. Some of the members felt there was a need for a small one-design racing craft, a little bigger than the Stars, which could be built at relatively small cost, and could also be used for cruising. The promoters of this project were Roy Ginn, Reg Purves, Bill Roedde, Cedric Dill and Ron Jackson, and they spent many pleasant hours arguing over the ideal design. They eventually decided on a craft 30 feet overall by 6 feet 3 inches beam by 4 feet 4 inches depth. Armed with their plans they went to Tom Halliday, the marine architect, who gave his professional advice, and drew up the final blueprints. The sail area was 340 feet, and a 2½ h.p. auxiliary was provided. Bids were asked and it was found that the total amount for the complete boat would be \$2315. The same vessel would cost \$12,000 30 years later.

But no matter what the cost, none of the younger members had the money for any such expense in those hard times. Purves, Roedde and Dill formed a building committee, and in the early spring of 1936 organized a \$5 raffle, selling \$2500 worth of tickets.

It was a hectic night at the Jericho clubhouse in the spring of 1936 when over two hundred excited and tense yachtsmen awaited the drawing of the name of the lucky winner following a preliminary wrestling match at the club's annual "Smoker". To re-live that momentous evening at which quite a number of leading Vancouver businessmen "came close to being yachtsmen", here is the fast-running commentary published in the Vancouver Sun next morning by Hal Straight, Sports Editor, now a well known suburban newspaper owner:

Run by "the building committee" through the co-operation of the Yacht Club, the long awaited draw for the 30 ft. racing-cruising sloop designed by Bill Roedde and Tom Halliday was a tense exciting event.

Ticket-holders craning their necks, their hearts beating like breakers on a rocky shore, who just before had been telling what they would do with the boat when they won it, nervously awaited the draw to start.

Due to formalities there was suspense. You could feel the air tingle. The boats in the pictures on the wall stopped, the water stopped, the clock

stopped. The stewards left their chores and waited. Secretary Allen rushed in. This is a country for boats; they love boats here, and they all wanted this pretty little thing.

More suspense was felt when Commodore Johnson said they would draw 24 names, then 12, then 6, then 3, then 2, and the one left in the hat would be the new skipper.

There was some more dithering, and finally a committee of non-ticket-holders retired to choose the first 24.

They were gone for weeks. It was a tense period. In the room filled with nervous tobacco smoke again each ticket buyer was telling what he would do with the boat. Sid Bowman, Art Jefferd and Ken Davidson decided if they were drawn in the first 24 they would sell their ticket for \$75, and save their health and nerves.

The committee came in. Through the loud speaker came the commodore's booming voice.

"Number so-and-so," he shouted, twenty-four times.

Each number was put on a blackboard, and each number brought groans and "My gosh, I was only one away . . . Look at that, how's that for close? . . . Oh, Herb Fullerton's got a ticket . . . George Cran has one . . . Just missed it—was darned near a yachtsman."

Then the committee went to work again to draw 12 from the 24. This time the names were called with the numbers.

"J. Simpson" was the first name. Much shouting. And more shouting with the names of Jack Storey, Capt. Harrison, P. Gordon, DuMoulin, E. S. Earle, O. B. Allan, R. H. Squire, John Dunsmuir, T. Perry, Mrs. Hughes, A. E. Jukes.

With these names drawn and the room just buzzing with excited conversation, six names were pulled: O. B. Allan, Jack Storey, Capt. Harrison, Mrs. Edith Hughes, John Dunsmuir and E. S. Earle.

More buzzing, sandwiches and coffee, and Nelson's blood had been brought in to give some of the men strength.

Then Jack Storey was called. Then O. B. Allan, and the last was E. S. Earle. One of these three was the winner. Who? The last one left in the big silver cup. Storey was offered \$800 for his ticket.

With the first pull O. B. Allan came out of the cup and out of the competition. After the next pull they would know who won. They fussed around. They took a year, and the name was E. S. Earle. It was Jack Storey left and the winner . . . and did he go limp!

Immediately Storey jumped on to the platform and announced Bill Roedde his skipper, because Storey knows no more about sailing than we do about malted milk shakes. But he intends to learn.

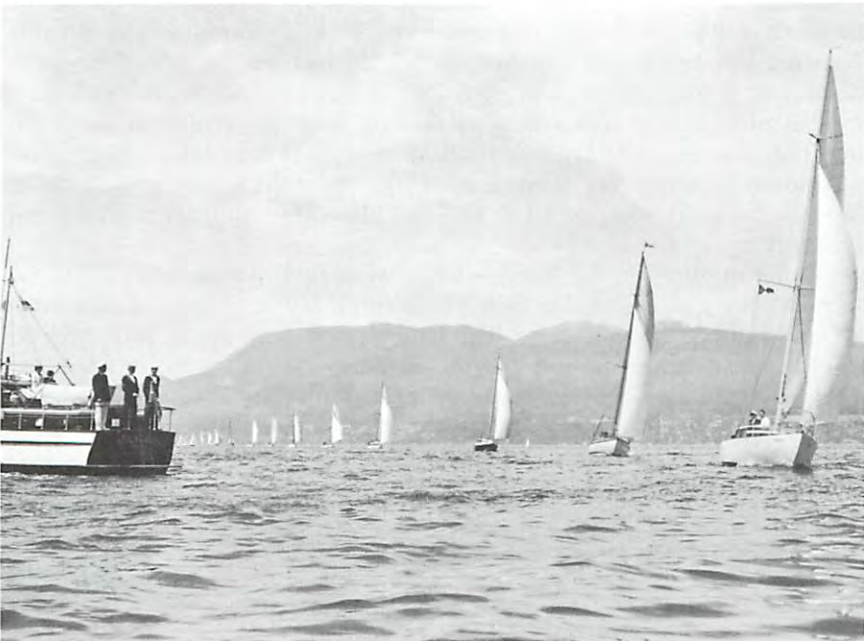
The idea of this draw is to start a racing class of yachts with the vessels all uniform. The conditions of the draw last night were that the boat could not be changed. It is expected that other boats will be built of the same design as the one that went to Storey last night, and a special class of racing be established.

The vessel was christened *Carita* and was built at the Boeing Shipyard in Coal Harbour.

Thus was born the original of the "turtle-decked" Spencer Class, which was to prove so popular for several years. Jack Storey soon sold the *Carita* to Bill Roedde and Ron Jackson, and she sailed in P.I.Y.A. regatta at Victoria in 1936 with Bill Roedde and Reg Purves as crew. The *Carita* proved to be such a success, the building committee decided to build up a fleet of five more ships, and again recourse was made to holding a raffle to raise the funds. However it required a lot of selling to raise the funds for five boats at \$2500 each, and the committee found hard sledding, for the depression was still being felt by members. Eventually four "angels" were approached, in the persons of Col. Victor



Spencer Class sloop ARIKI, 1938.



Roedde Class, opening day, 1959.

Spencer, Ken McLennan, Austin Taylor and Capt. Bill Crawford. All were wealthy men and they formed a group to guarantee payment to the shipyard, so that the fleet could be ready for the 1937 season. It was decided to christen the class the "Spencer" Class in honor of Col. Victor Spencer.

At the Club Annual Smoker May 28th, 1937, with over 300 enthusiastic sailors present, five sleek miniature models were auctioned in an exciting elimination system that kept interest at fever point. The successful "bidders" were Bob McAdam, Pat Taylor, R. E. Cromie, Captain Wm. Crawford, and T. O'Donnell.

The five Spencer boats proved extraordinarily successful during their brief careers with the R.V.Y.C., racing until 1942, when the war brought an end to such activities, and the entire class was sold to Seattle owners. Several trophies were put up for Spencer Class racing, which have since been raced by the Roedde Class. These included the Fraser River Lightship Trophy, the masthead light from the old *Empress of Japan*, won by Ced Dill's *Ariki* in 1939 and 1940; the Entrance Island Trophy, won by *Ariki* in 1938 and 1939, and by *Carita* in 1940; the English Bay Trophy, won by *Carita* in 1937, *Ariki* in 1938 and 1939, and Bert Tupper's *Vogad* in 1940.

After the war was over Bill Roedde had a dream of an improved Spencer type that would be more comfortable for cruising. With the assistance of naval architect Tom Halliday, the design was primarily the work of Bill Roedde, Bert Tupper and Jack Williamson. The Roedde Class are sloops 34 feet 4 inches overall, 25 feet on the waterline, with a beam of 8 feet and a draft of 5 feet 4 inches. They have lead keels of 4250 pounds and a sail area of 500 sq. feet. As originally designed they had the Spencer type turtle-deck, but that was later changed to conventional cabin top. The first of the Roedde Class was built at Taylor's Boat Works in 1949 for Bill Roedde, and was christened *Carita II*.

Other originals in the Roedde Class were Jack Williamson's *Fantasie*, Lorne Cutler's *Miss Lee*, Dr. Bob McCaffrey's *Hymac*, Tom Baird's *Tomboy* and Bill Morrow's *Elusive*. The latter sailed many times in the Swiftsure Classic finishing second (corrected time) on one occasion. Another keen sailor in the Roedde class is Len Murrell's *Treveda*; Len has sailed in eight consecutive Swiftsure races from 1957 on. He came first in the B Class 1960 Swiftsure and just lost out for first position in the B's in 1958 and in 1959, by handicap.

Swiftsure Racing

FEW LONG DISTANCE RACES have proved more popular and enduring than the annual Swiftsure race, now known as the Swiftsure Classic, which was first promoted in 1930 by Captain B. L. Johnson and other R.V.Y.C. members. The original course was from Victoria to the Swiftsure Lightship, off the mouth of the Strait of Juan de Fuca, now replaced by a marker.

The race has always attracted a large number of American competitors, and now has the reputation of being one of the classic endurance races on the Pacific Coast. Organization of the classic is now chiefly handled by the Royal Victoria Yacht Club, which acts as host club to the visitors.

The object of the race is to encourage amongst the clubs of the Pacific International Yachting Association the racing of cruising yachts capable of an open sea venture in which winds of from fresh to half gale force may be expected. A shorter Juan de Fuca race has recently been added to the fixture to enable smaller yachts to finish in reasonable time. The races are sailed under the rules of the International Yacht Racing Union. Swiftsure race entries must have a rating between 15:0 and 21.9. The use of radar and automatic pilots is not permitted.

The distance of the Swiftsure race for time allowance purposes is 136.2 miles and the Juan de Fuca race 75.6 miles. The Swiftsure course is from the vicinity of Brothie Ledge Beacon to the Swiftsure Mark and return. The Juan de Fuca race is from the starting line to Clallam Bay Mark and return. The time limit for both races is 50 hours.

In addition to the Swiftsure Trophy for the overall handicap winner, there are many other trophies for various classes, and the City of Victoria Trophy for the first boat to finish. The Juan de Fuca Trophy is awarded to the winner of the shorter race.

The first Swiftsure race was held in July 1930 at the conclusion of the P.I.Y.A. Regatta at Victoria. The race was sailed in light to moderate winds and was won by the Seattle schooner *Claribel*. Barney Johnson's 54 foot yawl *Westward Ho* was second and D. P. Urry's cutter *Cresset* came in third. None of the other entries finished within the time limit.

However Barney Johnson's *Westward Ho* showed her capabilities the following year when she won the Swiftsure handily with H. S. "Clair" Jellett at the helm. Her time was 44 hours, nine minutes and four seconds. None of the three other entries finished the course in the time limit.

Sailing conditions in the strait were very poor, particularly in the homeward reach, and it took *Westward Ho* more than five hours to reach the finishing line from Race Rocks. Other entries in this race were the *Minena* of Victoria and *Cresset* and *Minerva* of the Royal Vancouver club. *Westward Ho* again held the trophy in 1933, but in 1934 last out of *Circe* of Seattle, which covered the course in 52³/₄ hours. *Westward Ho*, skippered by Clair Jellett, took 61 hours, while *Minena*, owned by Harry Barnes of Victoria, and *White Cloud* of Tacoma came back under power.

The Swiftsure Classic has grown with the years, and instead of the modest four or five entries of 30 years ago, there were 88 starters in the 1963 race. In the post war years American boats have greatly outnumbered Canadian entries, and for many years consistently carried off the trophy. However in 1954 Bill Morrow's "Roedde" Class *Elusive* came second against a large fleet with a corrected time of 39:22:16, and that must have broken the long series of American victories. In 1961 Ches Rickard's "L-36" Class *Winsome III*, skippered by Bonar Davis, was declared the winner, and she repeated the feat in 1962. This was the first time the same vessel had won the Swiftsure twice in succession. *Winsome III* was again declared winner in 1963 after a protest had put Bob Reagan's Seattle-based 40 foot *Thetis* out of the race.

In 1956 the Vancouver yachts *Mary Bower* and *Gometra* competed in the Swiftsure; in 1958 Pat Leslie's *Tricia*, *Winsome III*, *Troubadour*, Ralph Farris' *Hawk* and Norman McCarvill's *Spirit*. In 1960 *Tricia* was winner in the BB Class and Bob Ross' *Concerto* the winner in the AA Class. *Hawk*, *Fulmar* and *Mary Bower* also competed. In 1961 Philip Graham's big *Troubadour* was the first home, the first Canadian racer to lead the van for many years.

SWIFTSURE CLASSES AND TROPHIES

Overall Handicap Winner of Swiftsure.....	Swiftsure Trophy
First Boat to Finish Swiftsure.....	City of Victoria Trophy
Class "AA"—Rating 39.0 and above.....	B.C. Cement Company Trophy
Class "A"—Rating 30.0 to 38.9.....	T. Eaton Company Trophy
Class "BB"—Rating 26.0 to 29.9.....	Seattle Yacht Club Trophy
Class "B"—Rating 22.0 to 25.9.....	Royal Vancouver Yacht Club Trophy
Class "C"—First Boat to Finish.....	San Juan Trophy
Class "C"—Rating 15.0 to 21.9 (Juan de Fuca Race).....	Juan de Fuca Trophy

ROYAL VANCOUVER YACHT CLUB ENTRIES IN SWIFTSURE CLASSIC 1952-1965

	<i>Yacht</i>	<i>Skipper</i>	<i>Class, Position</i>	<i>Overall Position</i>
1952	<i>Elusive</i>	W. R. Morrow	B — 3	16
	<i>Hymac</i>	Stan. Davies	B — DNF	DNF
	<i>Tomboy II</i>	H. B. Barks	B — 2	15
1953	<i>Elusive</i>	W. R. Morrow	B — 1	5
	<i>Gometra</i>	K. G. Glass	A — DNF	DNF
	<i>Hymac</i>	Stan. Davies	B — DNF	DNF
1954	<i>Elusive</i>	W. R. Morrow	B — 1	2
	<i>Gometra</i>	K. G. Glass	A — 2	5
1955	<i>Elusive</i>	W. R. Morrow	B — DNF	DNF
	<i>Gometra</i>	E. J. Palmer	A — 5	12
1956	<i>Gometra</i>	E. J. Palmer	A — 4	9
	<i>Mary Bower</i>	K. J. McRae	A — 5	11
1957	<i>Delphin</i>	A. W. Way	BB — 6	23
	<i>Gometra</i>	E. J. Palmer	A — 7	22
	<i>Mary Bower</i>	K. J. McRae	A — 3	9
	<i>Treveda</i>	Len Murrell	B — 1	20
1958	<i>Cresset</i>	G. M. Palmer	BB — 4	12
	<i>Gometra</i>	E. J. Palmer	A — 6	14
1959	<i>Concerto</i>	R. D. Ross	AA — 2	10
	<i>Coral Reef II</i>	A. W. Way	A — 11	26
	<i>Delphin</i>	E. Chisholm	BB — 7	21
	<i>Hawk</i>	R. K. Farris	A — 7	19
	<i>Mary Bower</i>	K. J. McRae	A — 1	6
	<i>Spirit</i>	N. R. McCarvill	AA — 5	16
	<i>Treveda</i>	Len Murrell	B — DNF	DNF
	<i>Tricia</i>	J. P. Leslie	BB — 3	3
	<i>Troubadour</i>	P. D. Graham	AA — 8	25
1960	<i>Concerto</i>	R. D. Ross	A — 4	7
	<i>Coral Reef II</i>	A. W. Way	A — DNF	DNF
	<i>Delphin</i>	E. Chisholm	BB — 9	28
	<i>Fulmar</i>	L. E. Balmer	AA — 7	24
	<i>Gabrielle II</i>	P. R. Sandwell	A — DNF	DNF
	<i>Hawk</i>	R. K. Farris	A — 6	12
	<i>Heather VI</i>	J. G. Innes	BB — DNF	DNF
	<i>Mary Bower</i>	K. J. McRae	A — 5	8
	<i>Spirit</i>	N. R. McCarvill	AA — 4	21
	<i>Toroa</i>	A. J. Rees	B — DNF	DNF
	<i>Treveda</i>	Len Murrell	B — 4	35
	<i>Tricia</i>	J. P. Leslie	BB — 1	2
	<i>Troubadour</i>	P. D. Graham	AA — 3	20
	<i>Winsome II</i>	C. L. Rickard	BB — 6	14

ROYAL VANCOUVER YACHT CLUB ENTRIES IN SWIFTSURE CLASSIC 1952-1965—Continued

	<i>Yacht</i>	<i>Skipper</i>	<i>Class, Position</i>	<i>Overall Position</i>
1961	<i>Alcion</i>	C. D. Campbell	A — 17	48
	<i>Concerto</i>	R. D. Ross	A — 19	52
	<i>Coral Reef II</i>	A. W. Way	A — 4	18
	<i>Delphin</i>	J. W. Chisholm	BB — 12	22
	<i>Fulmar</i>	J. E. Balmer	A — 18	51
	<i>Gabrielle II</i>	R. K. Baker	A — 5	23
	<i>Hawk</i>	R. K. Farris	A — 10	37
	<i>Hazel Maid</i>	R. H. Ellison	BB — 11	21
	<i>Jester</i>	S. B. Watts	BB — 7	9
	<i>Maredea</i>	R. G. Lundy	BB — 2	2
	<i>Mary Bower</i>	K. J. McRae	A — 8	26
	<i>Nyon</i>	D. G. Simpson	BB — 14	29
	<i>Spirit</i>	N. R. McCarvill	AA — 6	55
	<i>Toroa</i>	A. J. Rees	B — 11	34
	<i>Treveda</i>	Len Murrell	B — 14	40
	<i>Tricia</i>	J. P. Leslie	BB — 5	7
	<i>Troubadour</i>	P. Graham	AA — 5	54
	<i>Velaris</i>	L. H. Killam	A — 15	45
	<i>Winsome III</i>	Bonar Davis	BB — 1	1
1962	<i>Alcion</i>	C. D. Campbell	A — 10	29
	<i>Coho</i>	G. M. Palmer	B — 5	33
	<i>Concerto</i>	R. D. Ross	A — 20	54
	<i>Coral Reef II</i>	A. W. Way	A — 13	34
	<i>Delphin</i>	J. W. Chisholm	BB — 12	40
	<i>Gabrielle II</i>	R. K. Baker	A — 16	41
	<i>Hawk</i>	R. K. Farris	A — 7	20
	<i>Jester</i>	S. B. Watts	BB — 3	(Tied) 5
	<i>Long Gone</i>	J. Innes	BB — 9	26
	<i>Maredea</i>	B. Lundy	BB — DNF	DNF
	<i>Mary Bower</i>	K. J. McRae	A — 4	12
	<i>Nyon</i>	D. G. Simpson	BB — 13	45
	<i>Pandora of Rhu</i>	J. K. Sloan	A — 14	38
	<i>Toroa</i>	A. J. Rees	B — 13	55
	<i>Treveda</i>	Len Murrell	B — DNF	DNF
	<i>Tricia</i>	J. P. Leslie	BB — 3	(Tied) 5
	<i>Troubadour</i>	P. Graham	AA — 8	43
	<i>Velaris</i>	L. H. Killam	A — 2	10
	<i>Winsome III</i>	C. L. Rickard	BB — 1	1
1963	<i>Alcion</i>	C. D. Campbell	A — 13	34
	<i>Benora II</i>	R. A. Delaplace	BB — 6	18
	<i>Coho</i>	J. Brandlmayr	B — 5	40
	<i>Fulmar</i>	J. E. Balmer	A — 7	15
	<i>Gabrielle II</i>	P. R. Sandwell	A — 10	27
	<i>Hawk</i>	R. K. Farris	A — DNF	DNF
	<i>Hazel Maid</i>	R. H. Ellison	B — 12	56
	<i>Jester</i>	S. B. Watts	BB — 5	17
	<i>Long Gone</i>	J. Innes	BB — 4	16
	<i>Maredea</i>	R. G. Lundy	BB — 9	22
	<i>Mary Bower</i>	John Long	A — 16	43
	<i>Nyon</i>	D. G. Simpson	BB — 3	12
	<i>Penelakut</i>	R. D. Ross	A — 18	45
	<i>Spirit</i>	N. R. McCarvill	AA — 4	36
	<i>Treveda</i>	Len Murrell	B — DNF	DNF
	<i>Tricia</i>	J. P. Leslie	BB — 11	25
	<i>Troubadour</i>	P. Graham	AA — 7	50
	<i>Velaris</i>	L. H. Killam	A — 8	21
	<i>Winsome III</i>	C. Rickard	BB — 2	2

ROYAL VANCOUVER YACHT CLUB ENTRIES IN SWIFTSURE CLASSIC 1952-1965—Continued

	<i>Yacht</i>	<i>Skipper</i>	<i>Class, Position</i>	<i>Overall Position</i>
1964	<i>Alcion</i>	C. D. Campbell	A—13	28
	<i>Fulmar</i>	J. E. Balmer	A—4	9
	<i>Long Gone</i>	J. Innes	BB—8	16
	<i>Maredea</i>	A. W. Way	BB—10	27
	<i>Mary Bower</i>	J. H. Long	A—17	35
	<i>Pandora of Rhu</i>	J. K. Sloan	A—8	14
	<i>Sanderling</i>	A. H. Meakin	BB—6	11
	<i>Tricia</i>	J. P. Leslie	BB—3	5
	<i>Troubadour</i>	P. Graham	AA—3	23
	<i>Velaris</i>	L. H. Killam	A—5	10
	<i>Veleda</i>	J. Grubbe	BB—9	17
	<i>Winsome III</i>	C. L. Rickard	BB—7	15
1965	<i>Alcion</i>	K. J. McRae	A—12	21
	<i>Benora</i>	P. D. Graham	BB—15	49
	<i>Fulmar</i>	J. E. Balmer	A—2	4
	<i>Gabrielle II</i>	P. R. Sandwell	A—16	47
	<i>George Kitamike</i>	H. Davidson	BB—12	41
	<i>Jester</i>	S. B. Watts	BB—7	25
	<i>Jeunesse</i>	P. T. Cote	B—11	48
	<i>Jolly Olly</i>	V. Ruskin	B—8	39
	<i>Long Gone</i>	J. Innes	BB—8	26
	<i>Maredea</i>	A. W. Way	BB—5	14
	<i>Mary Bower</i>	J. H. Long	A—21	63
	<i>Nyon</i>	D. G. Simpson	BB—11	36
	<i>Pandora of Rhu</i>	H. M. Ellis	A—7	13
	<i>Penelakut</i>	R. D. Ross	A—8	16
	<i>Sanderling</i>	A. H. Meakin	BB—16	51
	<i>Serapis</i>	A. J. B. Forsyth	BB—17	53
	<i>Spirit</i>	N. R. McCarvill	AA—6	43
	<i>Treveda</i>	Len Murrell	B—18	65
	<i>Tricia</i>	J. P. Leslie	BB—2	2
	<i>Velaris</i>	L. H. Killam	A—10	19
	<i>Winsome III</i>	C. L. Rickard	BB—3	8



Typical start, Swiftsure Classic.



*Ches L. Rickard's WINSOME III at start, 1960 Swiftsure Classic.
J. A. McVie photo.*



*Ken J. McRae's MARY BOWER drives home at maximum hull speed, 1962 Swiftsure.
J. A. McVie photo.*

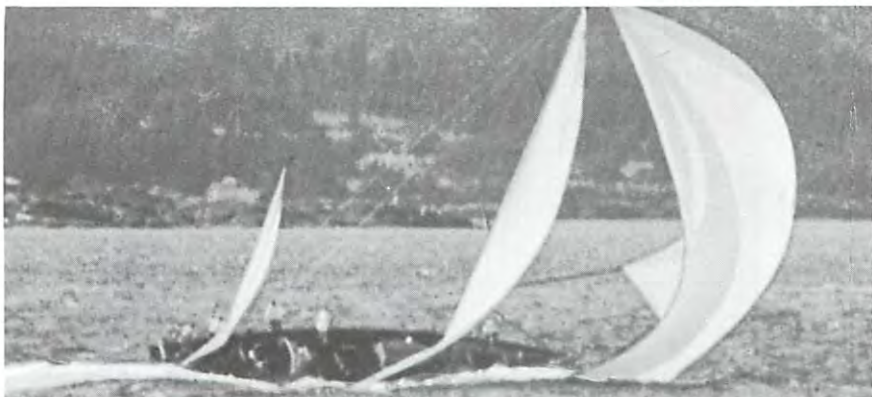
TROUBADOUR "roaring" down the Strait of Juan de Fuca!

J. A. McVie photo.



Minutes later "knock-down" HITS — and over she goes!!

J. A. McVie photo.



Phil Graham, skipper and owner of TROUBADOUR, relives the above "thriller" near the end of the 1962 Swiftsure Classic —

"... we came boiling through Race Passage on a dead run with Spinnaker at the bursting point ... once through the Passage sheets were trimmed and the yacht was brought around on to a reach, heading straight for the finish at Victoria ... then the squall hit and over she went ... life-lines and all under water. It was fun while it lasted ... lines and nerves stretching to breaking point ... a mad scramble to slacken off ... and she eased back onto more or less of an even keel ... Whew!! ... No harm was done (except to nerves) ... and the Suckling Pig never even fell out of the oven!"

P.I.Y.A. Regattas

INTERNATIONAL YACHT RACING came to a halt during the war years 1914-1918, but after the many soldier and sailor yachtsmen returned from overseas, the subject of forming a new international yachting association on the Pacific coast came very much to the fore.

As a result a meeting was called at Victoria in May 1920, attended by representatives from the Victoria, Vancouver, Seattle, Everett and Tacoma yacht clubs, at which it was decided to form a new international yacht racing association, which was tentatively called the Northwest International Yachting Association. The name was subsequently changed to Pacific International Yachting Association. Capt. James Griffiths of the Seattle Yacht Club was named admiral, H. O. Bell-Irving of the R.V.Y.C. was vice-admiral, and the commodore of the Royal Victoria Yacht Club was rear-admiral.

The first post-war international regatta was held in July 1920 at Cowichan Bay and Victoria, and R.V.Y.C. yachts made a very good showing, although Seattle's *Sir Tom* held the Lipton Cup against *Turenga*. The Cowichan Bay Free-For-All Trophy was won by *Spirit I*, under the Cao brothers, and Ron Maitland's *Dione* took second prize. The international Kitten Class trophy went to H. B. Bell-Irving, with second to G. Hazen Phillips. The international trophy for yawls and schooners was won by Walter Graveley's *Minerva*, with Bert Austin's schooner *Adelphi* second. The trophy for sloops over 23 feet went to *Spirit I*, with J. P. Fell's *Onoma* second. In the race for sloops under 23 feet, Ron Maitland's *Dione* was winner, with E. W. Purves' *Asthore* second.

The international series was again held at Cowichan Bay in 1921, with the new Vancouver challenger for the Lipton Cup, the *Patricia*, losing to *Sir Tom* in two straight races. *Adelphi* won the trophy for cruising yawls and schooners, followed by *Minerva* and *Gazeka*.

The P.I.Y.A. regatta for 1922 was held in Seattle, where *Sir Tom* again held the Lipton Cup with two straight wins over *Patricia*. In the class races Vancouver boats collected 13 trophies.

The winners included Cao brothers' *Spirit I* in the special sloop class; Phil Whitehead's *Gwendolyn* in the heavy sloop class; and J. Wilkinson's *Ailsa II* in the small yawl class.

The 1923 P.I.Y.A. regatta was held in Vancouver, where Ted Geary in *Sir Tom* again triumphed over *Patricia* to hold both the Lipton and Isherwood Cups. The Macneill Cup, emblematic of Star Class championship in the northwest, was captured by Wylie and Simmonds in *Astrea*, while the Kitten Class championship cup went to C. P. Leckie's *Meow*. Other Vancouver winners were R. A. Bindley's *Spirit II* in the special sloop class; Jack Nichol's *Onoma* in sloops over 23 feet; Bob Marshall's *Dione* in sloops under 23 feet; and Bill Ball's *Ailsa I* for yawls under 30 feet.

The 1924 P.I.Y.A. regatta was held in Tacoma, but no Vancouver yachts were represented. However they were back in force again for the 1925 regatta at Victoria, when *Sir Tom* again proved unbeatable. Vancouver winners included Ernie Woodward's *Spirit I* in the special sloop class; Bill Templeton's *Tamahnowus* in the small cruiser class; Ian Mackenzie's *Onoma* for sloops over 25 feet; *Dione* for sloops under 25 feet, sailed by H. B. Bell-Irving; and Gwen Austin's *Kittiwake* won the Kitten Class trophy.

In 1926 the regatta was held in Seattle, and again *Sir Tom* held the Lipton Cup against *Riowna* and *Turenga*. Trophy winners from Vancouver included Bill Templeton's *Tamahnowus*, first in yawls under 30 feet; and L. T. Alden's *Gamine*, winner of the sloop class under 25 feet, with Harry Bird's *Penguin* second.

The P.I.Y.A. came to Vancouver in 1927, and again *Sir Tom* held on to the Lipton and Isherwood trophies against *Lady Pat* and *Riowna*. Local winners included Ernie Woodward's *Spirit I* in the special sloop class; Barney Johnson's *Alexandra* was winner for sloops over 25 feet; Fred Foster's *Dione* led sloops under 25 feet; and *Ailsa II* was the winner in yawls and schooners under 30 feet. Phillips and Kerr's *Auriga* won the Star Class trophy, while C. P. Leckie won the Kitten Class trophy.

The P.I.Y.A. regatta was again held in Vancouver in 1928, with *Sir Tom* winning the Lipton Cup in three straight races against *Lady Pat*, *Lady Van* and *Riowna*. Winners from Vancouver included Ernie Woodward's *Spirit I* in the nine metre class; L. T. Alden's *Gamine* for sloops under 25 feet; Oliphant Bell's *Maratea* for yawls under 30 feet; G. Hazen Phillips in the Star Class; Ben Elliott in the Kitten Class; and Doug Maitland in the Flattie Class.

The 1929 regatta, which was held in Vancouver for the third year in succession, was notable, for Jack Cribb's *Lady Van* at last succeeded in wresting the Lipton Cup from Ted Geary's *Sir Tom*. Other Vancouver winners were Harold Jones' *Spirit II* in the Nine Metre Class; D. P. Urry's *Cresset* in sloops over 25 feet; L. T. Alden's *Gamine* in sloops under 25 feet; and H. E. Wylie's *Astrea* in the Star Class.

Ted Geary got his revenge at the P.I.Y.A. regatta at Victoria in 1930, when *Sir Tom* recaptured the Lipton Cup. Trophy winners from the R.V.Y.C. included Harold Jones' *Spirit II*, Alex Marshall's *Nelmar* in yawls under 30 feet; and H. E. Wylie in the Star Class with *Mercury*.

The following year was a vintage one as far as the R.V.Y.C. was concerned, for Vancouver yachts swept up most of the trophies at the P.I.Y.A. regatta at Bellingham. *Lady Pat*, skippered by Jack Cribb, took the Lipton Trophy. Doug Urry's *Cresset* won the series for sloops more than 25 feet; Barney Johnson's *Westward Ho* won the large cruiser races; L. T. Alden's *Gamine* won for sloops under 25 feet; Ernie Woodward's *Spirit I* tied with Walter Cline's *Alexandra* in the Nine-metre series; while the Star Class was tied by *Mercury*, *Auriga* and *Daphne*, all of Vancouver.

Lady Pat retained the Lipton Trophy at the P.I.Y.A. regatta at Seattle in 1932. On their home courses, Seattle yachts carried off the other major trophies.

The 1933 P.I.Y.A. regatta was held at Vancouver and was notable for *Lady Pat* winning both the Lipton and Isherwood trophies with a junior crew, skippered by Doug Maitland. The 1934 regatta was also held at Vancouver, with *Lady Van*, skippered by Harry Wylie, picking up the coveted trophies in two straight races. At the regatta in Bellingham in 1935 Ted Geary picked up the Isherwood Trophy with *Live Yankee*, but it again fell to *Lady Van*, skippered by Harry Wylie, at the 1936 regatta in Victoria. At this regatta Alex Marshall's *Nelmar* won the Lipton cruising trophy for the race from Victoria to Port Angeles and return, in a time of 7 hours, 41 minutes, with Tom Ramsey in the yawl *Armida* second with a time of 8 hours 3 minutes.

The 1937 regatta was held at Port Townsend and Tom Ramsey's *Armida* won all three races for Class B. An interesting feature of the 1938 regatta at Vancouver was the contest for special sloops between the old rivals, *Alexandra*, *Riowna*, *Spirit II* and *Turenga*. The *Alexandra*, which had been recently rebuilt by Temple Wright, ghosted in to defeat *Spirit II* for first place.

In B Class Gulf races, Alex Marshall's *Nelmar* was first, followed by Jim Longley's *Maratea*. Fred Mills' *Uwhilna* was the winner in A Class, while Bill Roedde's *Carita* took the Spencer Class.

In 1939 at Bellingham, Tom Ramsey took two firsts and one second with *Armida* in B Class, while George Cran's *Hi-Ho* was second in C Class.

The only P.I.Y.A. regatta to be held during wartime was the 1940 event at Cowichan Bay, at which Harold Jones' *Spirit II* distinguished herself by winning the Key City, Swiftsure and Spicer trophies. Sid Miller's *Clear Sky* won the Griffiths Trophy for Star boats in three straight races.

International racing was not to be resumed until after peace had been declared and conditions were back to normal.

Meanwhile, an example of the trials our ships and crews sometimes undergo in making the passage to or from Seattle to take part in these international races is given by the experiences of our "doughty sailor" Harry Bird, who relates:

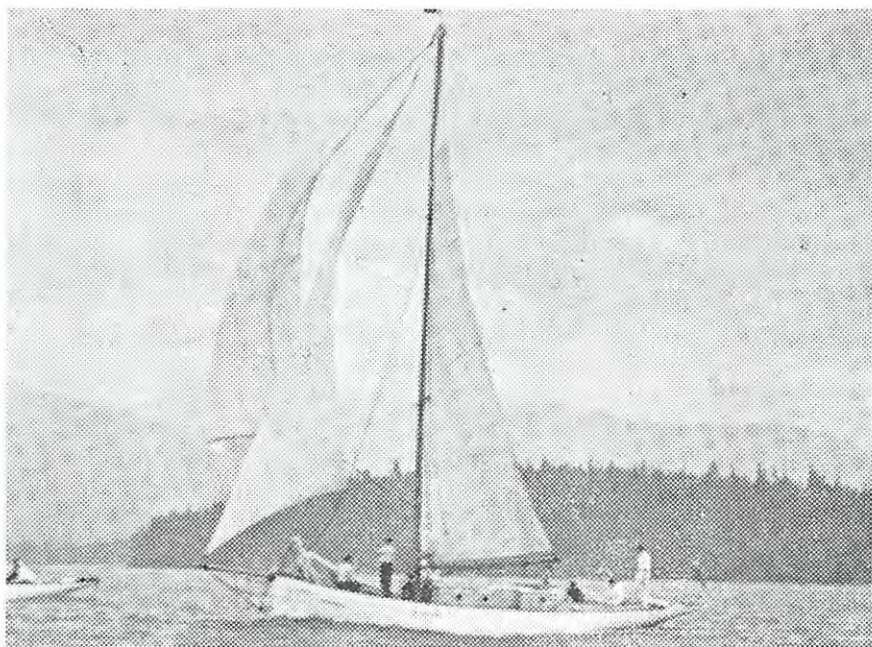
"Our trip home from the Seattle P.I.Y.A. of 1926 nearly finished me. Five of us had taken the *Penguin* down without any particular incident. My crew consisted of Harold Jones, Frank Broadfoot, Frank Curry and a lady member (properly chaperoned, of course, by the four male members). Our only auxiliary power was an outboard in a dinghy lashed alongside, which worked very well in the calm southward trip.

"For some reason or other only one of the crew were willing to sail back to Vancouver with me. Harold motored back with his wife, and Frank Curry admitted he was just not up to the arduous trip home, so got a ride home with Harold. Frank Broadfoot and I sailed home and had a very uneventful trip up to Port Townsend, having made it to Edmonds the first afternoon.

"Our troubles started when we pulled out of Port Townsend, rounded Point Wilson and ran into a strong westerly blowing down the Straits of Juan de Fuca. We crossed Smith Island, leaving it to starboard, and then sailed along Admiralty Head until we came to Deception Pass. We had decided that we were going to lose our ship and dumped all our belongings into the dinghy, as we were on a lee shore with tremendous seas drifting us shoreward. Well, we got as far as Deception Pass, our main boom trailing in the water, sheets out as far as we could let them go (we could not reef our main because we tried and the reef points just pulled out.

"When we came to the pass a great rolling wave, just outside the entrance to the pass, hid our view and we just sailed over it like a roller coaster, not knowing where we were going. It was the result of an ebb tide and a strong westerly, and a fearsome thing to come upon. We got into a small harbour at Rosario Beach and I hauled on the tiller for dear life and we just kept spinning around until we lost way and stopped. We were soaked, shivering, but no harm done, just plain scared to pieces. Our mattress and gear were slopping around below and there was about 3 feet of water in the bilge. We had a bottle of rum aboard for just such an occasion, so we rowed ashore and slept on the beach. Dear God, it's wonderful to be young. That was 38 years ago. We arrived home safely and no worse for wear, either ship or crew.

"Another time we were on our way to Victoria and we put into Roche Harbour on San Juan Island. There was a Coast Guard cutter tied up to the wharf and we asked the skipper (a Chief Bosun's Mate in the U.S. Coast Guard) what they were doing there. He came aboard and told us they were watching for rum runners (that was in prohibition



Cutter CRESSET, 1958.



Tense Race Committee, 1958 P.I.Y.A. L. to R.: H. J. Bird, Commodore E. J. Palmer, Past Commodore K. G. Glass, Past. Hon. Secy., P.I.Y.A., W. H. Day, Past Commodore J. A. Longley, A. H. Jefferd, E. S. Earle.

days) and asked us if we had any liquor aboard. We were rather reluctant to admit that we had two bottles of Ne Plus Ultra stowed away in the bilge. The Coast Guard skipper seemed very pleased and asked us for a drink, saying that it was a cold night and they were going out on patrol in a couple of hours. After a suitable celebration cementing the bonds of international friendship, etc., etc., I was invited to go on patrol with the Coast Guard and promptly accepted. I hope I will not create any embarrassment on the diplomatic level by recalling that all we did was roar out into the middle of the Straits, turned off the engine, put one man on watch and all the rest of the crew turned in for some shut eye. I awoke in the middle of the night and heard a fast boat going by, but nobody else seemed to care so why should I worry?"

Sailors in Seattle and Vancouver were quick to reactivate international competition, as they organized an informal regatta July 1-4, 1945, at Sucia Islands, with about 20 boats taking part. A highlight was the prizes—the Americans bringing a good supply of bottles (full) which were rationed in Canada, and our boys matched this with hams and steaks which were rationed across the line. Over the years, since the first official post war P.I.Y.A. regatta in Vancouver in 1946, a number of changes have been introduced in both the regatta and the organization of the association, all in line with the changing times.

The "R" Class racing disappeared, although both *Lady Van* and *Riowna* (renamed *Svea*) were converted to cruising boats in Seattle and took part in many regattas under their new colours. The Sir Thomas Lipton Cup was put into competition for a large and active Six Metre Class fleet, with many of the world's leading ships of this class racing for the Seattle, Corinthian, Royal Victoria and Royal Vancouver clubs. The City of Vancouver presented a perpetual trophy



Panorama of arrivals for 1958 P.I.Y.A.

commemorating the 60th Jubilee of the city, in 1946, for an interclub race, and the competition for this trophy, together with international team races, are now one of the highlights of the regattas. The growth of a number of fine new racing and racing-cruising one design classes such as the Dragons, Evergreens, Thunderbirds, L 36's, Seafairs, Cubs, and others has also added colour and competition, as these boats are widely distributed amongst the clubs.

The regatta has been held at our club five times since the war, and each time the Kitsilano Yacht Club has assisted by holding the small class races on their course, and by sponsoring junior social activities at their clubhouse. In 1965 the West Vancouver Yacht Club, under Commodore Robbie Brown, sponsored the regatta in Howe Sound, using their fine new clubhouse as headquarters.

The host club's commodore is also elected Commodore of the P.I.Y.A., and the following R.V.Y.C. members held both offices during the years the regatta was at our club:

- 1946 Harold A. Jones
- 1950 Capt. B. L. Johnson, C.B.E., D.S.O.
- 1953 Kenneth G. Glass
- 1958 Elmer J. Palmer
- 1963 Kenneth J. McRae

Past Commodore and Honorary Life Member Bill Day was elected Secretary-treasurer of the Association in 1939 and served until 1945, to be followed by his son "Bud" who carried on the office until 1956. Many other club members have held other offices and committee appointments in the Association and have made an important contribution to its progress.



Prize giving, 1958 P.I.Y.A. L. to R.: Gerry Palmer, Commodore E. J. Palmer, W. H. Day, G. L. Cran.



Ches L. Rickard's 6 Metre ALANA, 1955.

*Wild Ride*OF THE "SIXES" IN
ENTRANCE ISLAND RACE, 1955

FEW YACHTSMEN will not thrill to the vivid action packed recital by P. V. O. Evans—Fleet Captain, 1956—of the superb seamanship displayed by the crews of our five Six Metre yachts when a sudden violent storm burst on these open hulled vessels in the middle of the Gulf of Georgia.

The morning of May 7th, 1955, was overcast and the Dominion Meteorological Office forecast was for a continuation of the cloud cover with south or southwesterly winds of from 5 to 7 m.p.h. in the Gulf. Most of the starters bemoaned the light weather forecast and crossed the starting line at 9:00 a.m. anticipating a long and possibly boring race. How wrong they were!

There were ten starters: the Eight Metre *Fulmar*, the five Six Metres, *Alana*, *Golden Hind*, *Hecate*, *Juno*, and *Kini*; the Roeddes *Elusive* and *Treveda*, and *Hereandthere* and *Barracouta* in B class. The distance from Jericho around the Island and back is about 42 miles and in the light going the fleet was soon widely dispersed. Occasional rain fell on the way across but the weather cleared as the boats approached the Island and soon the Eight and most of the Sixes were becalmed a few hundred yards from the Light. Fortunately, or so it turned out later, it was nice and warm and, for refreshment, the odd beer passed from hand to mouth, leaving the thermoses in the Sixes available for future use.

By mid-afternoon the Eight and most of the Sixes were around the Island, *Juno* having hung up on a reef briefly en route, and as they headed home the breeze, while still light, came in from the south and held steady for a time. By five o'clock, with the Metre boats well out in the Gulf and the Cruisers in the neighborhood of the Island, it fell light again and sail drill was the order of the day. Soon after six the breeze came in again from the sou'west, veering steadily to west and, with spinnakers set, it seemed that the fleet was on the way home at last. Shortly after seven o'clock a bank of very dark cloud and a well defined black line on the water were seen approaching

from up the Gulf to the northward and most people, thinking it was an extra heavy rain shower, paid little heed. Sudden and violent storms are relatively unknown in this area, particularly in the early summer, and there was no reason for expecting the screaming inferno which, in the space of a minute or two, covered the Gulf from Point Grey to Nanaimo.

The expression "all hell broke loose" is often heard but never could it have been more aptly illustrated. When the storm first struck the wind was about N.N.W. and it caught those with spinnakers set almost straight abeam. If you can picture nine small boats (*Hereandthere* dropped out early in the day), several of them virtually open, many with spinnakers flying and all with crews abruptly aroused from a very leisurely down wind run, trying to douse or reduce sail in a wind of at least 35 m.p.h. and increasing every moment, and a sea rapidly building up to extremely unpleasant proportions, you will have some idea of what it was like. Confusion was everywhere. On *Juno* Denny Wotherspoon and Gordie Baker were on the foredeck trying to get the spinnaker off when a sheet or a guy parted and the sail took charge and before they knew what had happened they were in the water with their ship sailing away from them. Bob Day, the skipper, and Herbie Millham, his only remaining crew member, threw the liferaft overboard but with its high freeboard it went down wind so fast it was soon out of sight; at the same time they were trying to bring the ship under control and sail her back to the rescue. By dint of fine seamanship, and some superhuman work by Herbie, Bob succeeded in finding his men in the rapidly gathering dusk and the wild spray shrouded sea and got them aboard. He was not a moment too soon as darkness descended very quickly and both Denny and Gordie were almost played out. On other boats spinnakers took charge, running gear carried away, sails split, cockpits flooded and engines failed but nowhere else was tragedy so close at hand.

Three of the cruising boats were still on the Vancouver Island side of the Gulf and, after calling for help on the radio phone, two of them were helped into Nanaimo by a local tug which came to their rescue. The other, *Elusive*, her engine ashore for repairs, continued towards Vancouver but, after proceeding for a while, split her main and was in danger of being driven onto the banks in the Fraser River Delta. Her radio phone call for aid was picked up by the Black Ball Ferry and relayed to the *Princess of Nanaimo*. This vessel, beautifully handled, made a lee and stood by until assistance arrived.

The Sixes and the Eight, having no phones, concentrated on getting things as orderly as possible and then started the wildest down hill ride any of them had ever experienced. The wind gradually backed through Norwest to W.N.W., becoming almost due West as the boats got further in towards English Bay. As it backed it blew harder until the strength was such that speeds in excess of 58 m.p.h. were recorded

in the gusts at the Airport; and the harder it blew the worse the sea became. It was estimated that the distance between the crests of the seas was as much as 45 feet and the height from trough to crest at least 10 feet. Looking over one's shoulder at that stuff from the helm of a Six Metre is not exactly a soothing experience. With the completely open cockpits of these boats and the low coaming the danger of pooping is very real, and the way that long narrow counter rose, almost gaily, before each sea was amazing and most reassuring.

As the boats flew home, many under Genoa alone, and it was plain that they were capable of coping with wind and sea most of the crews began to notice how cold they were and it was then that they blessed the warm weather earlier in the day. Out came thermoses of soup (in at least one case lashed with sherry) and of coffee (to which a tot of rum gave a worthy lift) and spirits rose. Because of the darkness no one knew where their competitors were and when dim shapes did appear tearing in one direction or the other, they were impossible to identify. It was not safe for anyone to go forward to rig running lights but all had flashlights and kept a good lookout.

As the remainder of the fleet tore in towards the Bay, at speeds that must in many instances have exceeded by several knots the theoretical hull maximum, two problems arose. The first was to find the opposition and the second was what to do after crossing the finish line. The first was solved for two of the contenders when *Alana* and *Kini* crossed one another without warning just off the Bell Buoy. Immediately everything else was forgotten and both boats headed for the finish line as hard as they could go. From about the middle of the measured mile to the finish they sailed side by side, first one roaring ahead on the face of a sea and then, as she dropped into the trough, being passed by the other. So they went, neck and neck, with both crews anxiously peering ahead for the finish line, in as exciting a final sprint as one can imagine. *Kini* finally dashed across the line at 10:30 p.m. about two boat lengths in the lead after 13½ hours and some 42 miles of racing. (*Kini* was sailed by P. V. O. Evans with crew of L. Culter, M. Hunt, S. Rasmussen, and *Alana* by Ches Rickard with Mrs. Rickard and his two daughters, the youngest only 7 years old, and Eric Marsden.) While complete records are lacking it appears almost certain that, despite the light airs experienced earlier in the day, this was the fastest Entrance Island Race ever run. The problem of what to do after the race was over came in for some comment during the dash to the finish and one skipper is reported to have yelled across to the other enquiring how the h--- they were supposed to stop these bl--- things after the race was over. The question answered itself very quickly. There was far too much wind and sea to moor off Jericho Station and even had it been possible to pick up a mooring there was no way to get ashore so *Alana* and *Kini* took off again, this time for the Narrows and Coal Harbour.

At the same time as this was going on *Juno* was having some more excitement of her own. While manoeuvring to pick up Denny Wotherspoon and Gordie Baker one of the backstays had fouled the main making it impossible to come about and, considering it too risky to attempt a jibe, Bob had no option but to keep on going until something stopped him. He carried on as long as he could without being forced to jibe and this took him under the First Narrows Bridge where there was some slight shelter from the wind; there he picked a fairly smooth looking spot on the North Shore and up she went. It took just two seas to lift her high enough up the beach for the crew to walk ashore where they were picked up by the tender to the dredge which was then working further up the channel. By a miracle very little damage was done either to the hull or the rigging.

Almost as exciting and, to some, a good deal more tiring than the race itself was the trip in through the Narrows to Coal Harbour. In the Narrows itself the wind was very fitful, blowing in short and violent gusts from all directions and this, coupled with the presence of the dredge and its various markers made the passage both difficult and frustrating. Once through and into the harbour it was a beat up to the Club moorings in the teeth of a full gale. Sailing a 6 Metre under Genoa alone under these conditions is enough to cause even the strongest crew member to sign off for good. Without the help of a main the boats do not point too high and, of course, when tacking sag off very badly before filling away. This means that progress to windward is very slow and the amount of work required on the winches is heroic. It was indeed a relief to see Stan Brooks, Superintendent, Coal Harbour Station, standing on the wharf ready to lend a helping hand into a convenient berth.

Once ashore all thoughts turned to those who had not yet reported and many wild rumours of foundering and missing craft were heard. Fortunately through the wonderful work of the Air Sea Rescue Unit under Captain Cyril Andrews and the willing and able assistance of a number of towboat crews and the *Princess of Nanaimo*, all boats were eventually accounted for, and what might have been a tragic day in the annals of yachting in the Pacific Northwest turned out to be a good lesson for the future and the source of many tales to be told over a sundowner in the cockpit or a cocktail at Jericho.

CHAPTER 21

Frostbiting

HARDY DINGHY SAILORS
ENJOY WINTER CONTESTS

WHEN THE SNOW STARTS TO FALL, ice commences to form and cold winter winds begin to blow, Frost-bite racing enthusiasts come to life, and start thinking about such things as "room at the mark", "starboard tack right-of-way", and other problems usually associated with fair weather racing. To complete the cycle of year-round racing, the Frost-biters become active at the time their "mother ships" go into hibernation. For fun, thrills and keen racing, winter dinghy sailing is hard to beat, and the "off" season comes to tingling life.

The above introduction to Frostbiting was written in 1950 by Bob Day, who with "Bunny" Whitcroft, "Ace" Lindsay and a few others revived the sport locally about that time. Their enthusiasm quickly spread to our good friends at Victoria following the occasion of a "live" dinghy being lugged bodily into the Commodore's New Year's Day reception at Royal Victoria Yacht Club by certain visitors from the mainland.

Since that time the fleet has shown encouraging improvement and the following year (1951) the first inter-city regatta was arranged between Royal Victoria and ourselves with six boats from each club participating in strong winds at Cadboro Bay. Frequent upsets were the order of the day in the "puffs" whistling over the Upland oaks—the Miller brothers, "Ace" Lindsay, Max Young and Capt. Billie Holmes of Victoria all swam around the first mark in water a chilly 41 degrees.

Since it takes real enthusiasm to sail all winter after an active summer, these skippers are frequently leaders in their respective classes. Many Frost-biters are youngsters and in this league will be found the finest training ground. The experience gained is of value to any skipper. It also gives the power-boater an opportunity to learn and enjoy the art of racing and sailing.

Dinghy racing is almost a separate art. Usually the top dinghy skippers will do very well when they step into a larger boat. The reverse is not always the case. It is a lot colder watching a Frost-bite race than it is taking part in one. Even with a reasonable amount of clothing,

one will not find it difficult to keep warm because you have got to keep moving in a dinghy, and this little exercise seems to do the trick. The novice will find he is too warm, but after a race or two it is not difficult to judge the correct amount of clothing.

Races are held in sheltered waters free of too much "slop" in order to keep spray from the inside of the hull. Otherwise one gets the feeling of sitting in a bathtub full of ice water. Races are held each Sunday, but in order to create interest, and give each skipper an opportunity to win a monthly series, it is not necessary to compete every Sunday, as points are scored only on the results of each skipper's best two or three Sundays of the month.

These sailing dinghies have their advantages during the cruising season as well. There is nothing like a sail in the "dink" after a run in a power boat, or on a Sunday morning in Flat Tops, Center Bay or any other favourite rendezvous.

Much pleasure and enjoyment may be secured the year round from these little boats, which also serve the dual purpose of able yacht tenders. For boats of twenty-five feet and over, the Davidson nine-foot dinghy is recommended, and for boats under that length the Sabot pram is ideal. Both are excellent for Frost-biting or sailing at any time of the year.

With the juniors coming along in their Sabots and flatties, plus senior Davidsons, there have been as many as fifty Frostbiters out sailing during the winter season. This division of the Club is providing excellent training for future competitive skippers. For top-flight competition in one-design boats and for over-all genuine camaraderie there is nothing to top this group.

Recognition must go to E. S. (Ernie) Earle and Norm Park for their unstinted service to Frostbiters by acting as start and finish Judges for many years at Coal Harbour and elsewhere. In rain, driving sleet or snow they have shivered in the elements, stomping feet or flapping arms to keep warm while the Frostbiters worked up a sweat skittering around the courses.



Frostbiters racing in Coal Harbour.



Frostbiters, 1964; background, Bayshore Inn, Vancouver.

Blue Water

CRUISING and RACING

PROBABLY THE MOST extended and unique cruise ever undertaken by a member of the club was the voyage of Roy G. Selman from Vancouver to Sarnia, Ont. in the 43 ft. power cruiser *B for Bob* around 1952.

Roy, Harry Proctor and another man cruised down the West Coast to San Pedro and shipped the vessel through the Panama Canal on a freighter to Puerto Rico. Mrs. Selman accompanied Roy to Puerto Rico where an engineer joined them and they took off for Miami, Florida. They put in at St. Thomas, Virgin Islands, after some severe weather and Mrs. Selman disembarked, flying to Miami to await *B for Bob's* arrival there.

Mr. and Mrs. Selman and the engineer cruised up the East Coast to New York, thence up the Hudson River and via Lake Champlain to the St. Lawrence. They proceeded up river and via Lake Ontario to Sarnia, Ont., their destination — Roy's birthplace.

Later they proceeded via the Erie Canal to the Hudson and down the East Coast to Great Bridge, Virginia, where they left the ship in fresh water storage for the winter months.

Next summer Mr. and Mrs. Selman boarded *B for Bob* at Virginia and took off for Tampa, Florida, where it was freighted to San Francisco. Roy and his brother Bert powered up the West Coast, returning to home waters with a log covering several thousand miles of memorable cruising.

Another wanderer was the 39 ft. cutter *Escapee*, built at Sydney, N.S.W. in 1940. Acquired by P. H. G. (Pip) Brock in 1948 he and a crew of Bob Fortune and J. O. Wells set off from Vancouver for a cruise of the fabled South Seas on May 23, 1948. They sailed to San Francisco, then to Honolulu, and before returning to Vancouver October 2nd, 1949 they cruised the following islands south of the equator — Fanning Island, Samoa, Suva, Fiji Islands, Lau Group, Tonga, Raratonga and Tahiti.

H. R. McMillan's *Marijean* cruises regularly down the West Coast to Acapulco, Mexico. Many interesting species of tropical fish have been obtained by Dr. Murray Newman for Stanley Park Aquarium through the co-operation of Mr. McMillan.

Blue water racing has attracted some of the more adventurous club members including Ken J. McRae, Phillip D. Graham, Dr. Derek Simp-

son and P. R. Sandwell, who have taken part in the 1961 and 1965 Trans Pacific Races from Los Angeles to Honolulu, Hawaii.

1961, *Mary Bower*, skipper Ken J. McRae, finished sixth in C Class, which had ten entries, and came twenty-seventh overall, 41 entries. Elapsed time 12 days, 23 hours, 57 minutes, 41 seconds. Corrected time 10 days, 15 hours, 13 minutes, 53 seconds.

1961, *Troubadour*, skipper P. D. Graham, finished tenth in A class which had thirteen entries, and came twenty-ninth overall, 41 entries. Elapsed time 11 days, 20 hours, 10 minutes, 54 seconds. Corrected time 10 days, 17 hours, 3 minutes, 6 seconds.

1965, *Gabrielle II*, skipper P. R. Sandwell. Elapsed time 13 days, 07 hours, 38 minutes, 11 seconds. Corrected time 10 days, 16 hours, 54 minutes, 58 seconds. B Class position tenth, twelve entries.

1965, *Nyon*, skipper Dr. Derek Simpson. Elapsed time 15 days, 06 hours, 34 minutes, 42 seconds. Corrected time, 11 days, 09 hours, 25 minutes, 08 seconds. D Class position tenth, 15 entries.

In 1962 Norman McCarvill sailed *Spirit* to third place A Class in the Acapulco Race from Los Angeles, and he also took part in the 1964 event, crewing on *Caper*, which placed second in B Class and third overall.

This year, 1965, John Innes in *Long Gone* and Lol Killam in *Velaris* raced from Neah Bay, Juan de Fuca Strait, to Kahului, Maui, Hawaii, in what is hoped to become a regular bi-annual fixture from the Pacific Northwest to Hawaii. They experienced good weather all the way and made the following times:

Long Gone, skipper John Innes. Elapsed time 15 days, 16 hours, 29 minutes, 27 seconds.

Velaris, skipper Lol Killam. Elapsed time 16 days, 2 hours, 30 minutes.

Noreana of Wight, skipper Ron Ramsay, R.Vic.Y.C. Elapsed time 17 days, 12 hours.

Many club members have had a taste of dipping into the long green rollers when rounding the Swiftsure mark in the annual Swiftsure Classic. Close at hand is the grim "Graveyard of the Pacific" where 243 wrecks are charted by George Nicholson in his vivid book, *Vancouver Island's West Coast 1762 - 1962* (now in its third printing), and on the other hand is rugged Cape Flattery.

It is around the latter Cape and down to the mouth of Columbia River that the bi-annual Nor Pac Race gives those that relish that sort of thing just about every condition of wind, tide, rain and fog that can be experienced anywhere in the world.

Phil Graham skippered *Troubadour* in the 1960 Nor Pac Race, placing third in very rough going. There were four entries, *Sea Fever* of Seattle placed first, and *Maruffa* of Seattle came second.

In the 1962 race, which *Troubadour* also entered, only *Sea Fever* finished, all other yachts did not finish.

In 1964 the event was changed from a race to a cruise, the one participant from our club being *Penelakut*, skippered by owner Bob Ross.

Victoria-Maui

INTERNATIONAL YACHT RACES

See also PDF pages 110-133
below

A BRIGHT NEW STAR in the constellation of Ocean Racing—the Victoria-Maui International Yacht Race—came into being in 1965 when our R.V.Y.C. yachts *Long Gone* and *Velaris* with Royal Victoria Yacht Club's *Norena of Wight*, raced from Neah Bay in Juan de Fuca Strait to Kahului on the island of Maui, Hawaii (see page 256). The idea of organizing a major ocean race originating from the North Pacific was born in the mind of our member John G. Innes and skipper of *Long Gone* in 1963 and the initial event proved so interesting and successful that it was decided to promote an official race for 1968. Our club undertook to act as Sponsor with the co-operation of Lahaina Yacht Club in Maui, the race to start July 1st off Victoria, B.C. and end off the Black Rock off Kekaa Point on the island of Maui, a distance on the Great Circle Route of 2310 miles.

Fourteen yachts took part in 1968: five were from Royal Vancouver Y.C.—*Porpoise III*, *Velaris*, *Gabrielle III*, *Mary Bower* and *Jeunesse*; from the Royal Canadian Navy Sailing Assn. the *H.M.C.S. Oriole*; and from Royal Victoria Y.C. *Tiffany* and *Cubara*; from Tacoma Y.C. *Moonglow III* and *Rainbird*; *African Star* from Seattle Y.C.; *Suerte II* from Corinthian Y.C.; and *Cu Na Mara* from Western California Y.C.

Winners were *Porpoise III* R.V.Y.C. Skipper F. R. (Bill) Killam 1st to finish, 1st overall, 1st Division I; *Moonglow III* Tacoma Y.C. Skipper Dave Neilsen 1st Division II; *Jeunesse* R.V.Y.C. Skipper Paul Cote 1st Division III.

The race was started by His Honour G. R. Pearkes, Lieutenant Governor of British Columbia on board *H.M.C.S. Mackenzie* off Brothie Ledge Light, Victoria, B.C. Escort for the fleet was provided by the Canadian Navy with their Oceanographic vessel and *C.N.A.V. Laymore* under the command of Captain R. R. McDonald.

Winds varied from North to South down to Latitude 33 where the N.E. trades are encountered which blew from 7 to 35 knots for the balance of the route for those ships that followed a course a bit South of a great Circle Route. Those that chose a more Southerly arc to take advantage of the supposedly prevailing N.W. winds down the coast had very light going down to the tradewind belt.

Porpoise III took 16 days 7 hours 51 minutes.

Planned for Bi-Annual competition the following perpetual trophies were awarded at a traditional Hawaiian Luau held in the Hale Paahoa, Lahaina, a restored historic old prison built in 1852 to hold early unruly whalers who wintered in the old capital of the Hawaiian Islands where also Captain George Vancouver R.N. wintered in the 1790's.

PROVINCE OF BRITISH COLUMBIA TROPHY for the first yacht on corrected time in Division I.

FOUNDER'S (J. G. Innes) TROPHY presented by Maui Chamber of Commerce for first yacht on corrected time in Division II.

COUNTY OF MAUI TROPHY for first yacht on corrected time in Division III.

ROYAL VANCOUVER YACHT CLUB TROPHY to the first overall winning yacht on corrected time.

GOVERNOR OF HAWAII TROPHY to the first yacht on elapsed time in Division I.

CITY OF VICTORIA TROPHY to the first yacht on elapsed time in Division II.

BLUE GAVEL CLUB TROPHY presented by past Commodores of North American Yacht Clubs to first yacht on elapsed time in Division III.

LAHAINA YACHT CLUB TROPHY to first overall winning yacht on elapsed time.

R.V.Y.C.-L.Y.C. COMMEMORATIVE PLAQUE presented to each yacht completing the course.

Twenty-three yachts took part in the next race July 1st 1970 which was started by His Honour J. R. Nicholson Lieutenant Governor of British Columbia on board *H.M.C.S. Miramichi*. Escort vessel was Canadian Navy's deep sea tug *C.N.A.V. St Anthony*. Captain Hooper. Eleven Canadian and twelve U.S. yachts participated. From Royal Vancouver Y.C. six yachts entered; *Celeste*, Geo. Scrimshaw; *Drummer Boy*, John Dunfield; *Graybeard*, Lol Killam; *Long Gone*, John Innes; *Porpoise III*, Bill Killam; *Puffin II*, Ed Lund.

Winners, corrected times were 1st to finish, 1st overall and 1st, Div. I *Graybeard*, Lol Killam R.V.Y.C., 1st Division II, *Satin Doll*, skipper Tom Bush C.Y.C., 1st Division III, *Drummer Boy*, skipper John Dunfield, R.V.Y.C.

Winds were relatively light down to the tradewind belt, although the times made by the fleet were on the average better than in 1968. However the tradewinds were non existent until 100 miles out of Maui, reputed to be the first time this has happened in 50 years.

In spite of the light airs, *Graybeard*, a new 73 ft. fiberglass ketch made a record crossing of 15 days, 00 hours, 45 minutes elapsed time leading the second yacht *Satin Doll* by 4 days, 22½ hours. The third yacht *Drummer Boy* took 21 days, 5½ hours. *Porpoise III* (1968 winner) was fifth ship in the fleet to finish with an elapsed time of 20 days 14 hours.

It is a source of great pride to British Columbians, Vancouverites and the Royal Vancouver Yacht Club that the winners of the first two official Victoria-Maui Races were yachts designed and built in Vancouver by naval architect Peter Hatfield and ICL Engineering Ltd. proving to the world-wide sailing fraternity that not only does Vancouver produce champion sailors but has, in addition, the talent, materials and equipment to be "tops" in yacht designing and construction.

GRAYBEARD 2nd TO FINISH IN CAPETOWN TO RIO 1971 RACE

GRAYBEARD, Lol Killam's beautiful 73 ft. fibreglass ketch carried the flag of Canada and the R.V.Y.C. burgee to world yachting distinction in the 3300 mile Capetown to Rio Janeiro race February, 1971 by being second boat to finish and sixth on corrected time in a fleet of 58 vessels from 19 countries including some of the world's top yachts and skippers.

With an elapsed time of 23 days 19 hours 4 minutes *Graybeard* sailed a course of 3658 miles at an average speed of 6.5 knots. Her best day covered 273 miles and her best speed was 14.5 knots, the worst day being 59 miles and the worst watch 5 miles in 8 hours. Average winds less than 10 knots with only 3 days of good wind at 20 knots. Leading *Graybeard* by 19 hours the 71 ft. *Ocean Spirit*, winner of the Round Britain race, was first boat to finish. For the first time in recorded racing history one of the yachts, the *Pioneer* 33 ft. Capt. W. Schuten, South Africa sank after hitting a whale twelve days out of Capetown; all crew members were rescued by an American freighter.

Reputed to be the largest fibreglass sailing yacht in the world, designed by Peter Hatfield and built in Vancouver she is designed to provide all the comforts of a cruiser and still be a champion in ocean racing contests.

After winning the 1970 Victoria to Maui International Race she continued around the world through the South Seas to Fiji, Port Moresby, Darwin, Australia, Thursday Islands, Seychelles Islands, Durban and Capetown. A crew of five, all R.V.Y.C. members, sailed her under Skipper Lol to Capetown where they were joined by eight more R.V.Y.C. sailors. Her crew in the race consisted of Skipper Lol Killam, Pat Leslie, Ches Rickard, Dr. Jack McMillan, Bob Ross, Bill Vogel, John Hutchinson, Malcolm Wickson, Harvey Carruthers and "Bunker" Killam all members of our club, also well known Pacific Northwest sailors Henry Kotkins, Dave Nielsen, Dr. Govnor Teats, Tom Endersby, Chris Justice and Derek Blair.

Blue Water

RACING AND CRUISING

TRANS PACIFIC YACHT CLUB RACES

SINCE the printing of the Royal Vancouver Yacht Club history, in 1965, there have been two Honolulu races sponsored by the Transpacific Yacht Club in which our members have taken part.

In the first race, the 1967 Transpacific from Los Angeles to Honolulu, our club was well represented by Norm McCarvill, sailing the well known "*Spirit*", (ex *Dyna*), and Phil Graham, making his second Transpacific with his beautiful new sixty-two foot ship, "*Driver*". *Driver* had just been launched a few weeks before Phil sailed her to Los Angeles and the Transpacific was really a shake down event for his new boat.

1967, *Driver*, owner-skipper Phil Graham, finished 8th in A class out of 12 entries and 57th overall in a fleet of 70, elapsed time 13:12:30:11 and corrected time 10:11:27:41.

1967, *Spirit*, owner-skipper Norman McCarvill, finished 12th in B class which had 24 entries and 35th overall in a fleet of 70, elapsed time 13:09:52:49, and corrected time 09:19:12:37.

In the second race, the 1969 Transpacific from Los Angeles to Honolulu was one of the most spectacular, at least from the view point of the Royal Vancouver Yacht Club's only entry, "*Mir*", skippered by owner, George O'Brien. George drove his fine 87 foot ketch very hard for the entire 2,225 miles of this race and encountered more than the usual trouble with spinnakers, blowing out some 4 new sails. Despite these problems, *Mir* had been in third position for nearly the entire race being led by the two new ultra racing machines, *Blackfin* and *Windward Passage*.

When *Mir* hit the infamous Molokai Channel with winds of 40 miles per hour and gusting to 60, the crew were forced to hand the mizzen spinnaker. They still held full main, spinnaker and spinnaker staysail which produced surfing speeds of over 16 knots on their speed indicator as they approached Diamond Head.

Just short of the finish line, a heavy gust of wind knocked the 54 ton *Mir* flat on the water. With the tremendous stresses produced, something had to go, and in a few seconds the main mast came crashing down. The skipper could see, although close to the finish, that they were going to drift past the finish line on the wrong side of the committee boat

marking the end of the line. The crew set feverishly to work clearing the decks of the twisted remains of mast rigging and sails, set the spinnaker on the mizzen mast and made history by sailing backward over the finish line to an incredible 3rd boat finish.

This dramatic dismasting didn't daunt O'Brien, the boat was jury rigged in Honolulu with a telephone pole and a spinnaker pole for a boom, for its return voyage to Newport Beach.

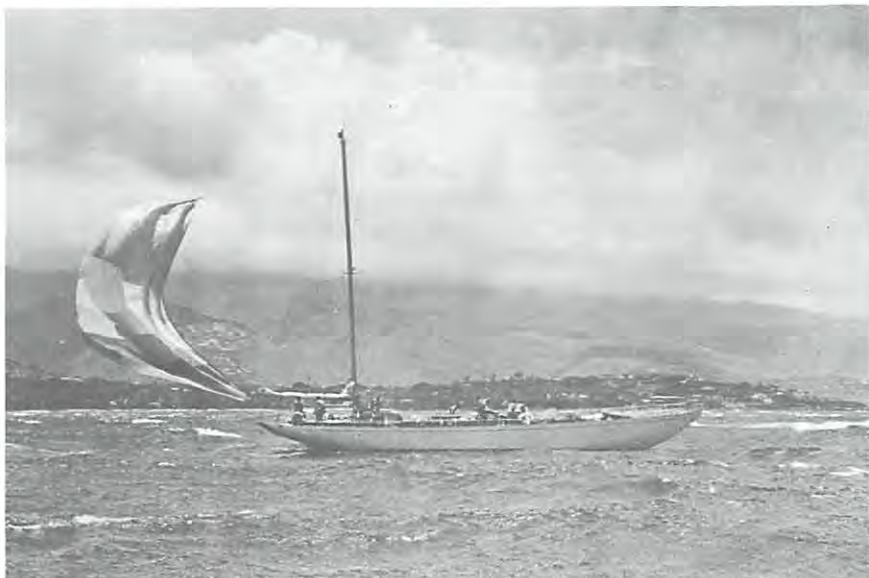
1969, *Mir*, owner-skipper George O'Brien 3rd to finish was 7th, in A class, which had 14 entries and 35th overall in a fleet of 72 entries elapsed time 10:03:47:35, corrected time 7:16:39:05.

In the 1970 Tahiti race from Los Angeles to Tahiti, a distance of 3,571 nautical miles, our club was represented for the first time in this event by George O'Brien in *Mir*. *Mir* sailed an excellent race and was in either 1st or 2nd position for most of the time and finally finished 2nd to "Blackfin".

1970, *Mir*, owner-skipper George O'Brien, finished 2nd, 4th in class A out of 6 entries, and 9th overall in a fleet of 14, elapsed time 18:13:11:43, corrected time 17:05:09:55.

George O'Brien continued to do well with *Mir* and was 1st to finish out of 19 entries in the 1968 Los Angeles to Mazatlan Race. On corrected time he placed 5th in Class A out of 9 boats.

In the 1969 Los Angeles to Ensenada Race with a total entry of approximately 580 boats, *Mir* finished 2nd (mono-hulls) behind the 12 metre *Newsboy*.



Almost across finish line stern first, mizzen spinnaker is struck as mizzen mast, stayed to carry sail on the other side, threatens to follow mainmast. Few moments of power from comparatively small (1,040 sq. ft.) spinnaker was enough to drag *Mir* over line.

Credit Pacific Yachting

AUSTRALIAN AND EUROPEAN RACING

Other Blue Water Racing and Cruising events saw several R.V.Y.C. boats participating. Dick Sandwell with his 53' sloop *Gabrielle III*, designed by Sparkman & Stephens and built 1967 by McGruer in Scotland was most active.

On 26th December 1968, *Gabrielle* took part in the Sydney—Hobart Race, in which she placed 15th in Division I, just ahead of *Ondine*. It was a fairly rough race with 67 starters, of which 13 withdrew. R.V.Y.C. members on board were P. R. Sandwell, G. R. Anderson, Esben Poulsson and G. C. Hyatt. In January she took part in the Trumpeter Bay Race in Tasmania, in which she placed 2nd. After cruising in Tasmania she was sailed to Melbourne where she was shipped to London by freighter.

In the summer of 1969, *Gabrielle III* took part in Cowes Week and the R.O.R.C. races: Cowes-Dinard, Channel and Fastnet. In the latter she placed 32nd in Class I. The race was slow and quiet that year. R.V.Y.C. members on board were Commodore A. J. B. Forsyth, P. R. Sandwell, G. R. Anderson, Esben Poulsson and G. C. Hyatt.

After wintering in England, *Gabrielle III* was sailed to Copenhagen at the end of May for a summer of cruising in the Baltic and the Skagerrak, including a voyage across Sweden through the Gota Canal, Lake Vattern and Lake Vanern. She entered two races: Gotland Runt and the Skaw. In the former she placed 4th in Class 1B and from the latter she withdrew with 70% of the fleet, after touching a mark on the course—the Skagen lightship! R.V.Y.C. members on board for the two races were P. R. Sandwell and G. C. Hyatt.

As of this writing *Gabrielle III* is laid up in Denmark. She will be campaigned in European waters again in 1971.

SPIRIT IN TRANS-ATLANTIC RACE

Norman R. McCarvill carried the Royal Vancouver Burgee in many international sailing events in the famous ocean racer *Dyna* which he purchased in September 1966 and rechristened her *Spirit*.

During 1966 to January 1968 Norm raced *Spirit* in all the major races and regattas in the California Area, for a total of 26 first places and set records in 2 long distance races.

In February 1968 before sailing to the East Coast, *Spirit* placed 3rd in A class in the Acapulco Race.

In Long Island Sound, *Spirit* was part of the Canadian Team in the Onion Patch Regatta, but unfortunately the 3rd Canadian boat did not show up. Competing in these races were teams from U.S.A., Britain, Germany, Canada and Argentina, this event is similar to the Admirals Cup in England. Norm McCarvill was 1st overall in the second and largest race from Seawananken Yacht Club, Island Sound around Block Island to Newport, Rhode Island. The 3rd race in Newport was cancelled by the race committee over protests. The 4th race the Bermuda Race, for the first time this race was delayed one day due to a Hurricane.

In this race *Spirit* finished 4th in Class A and 12th boat to finish in a fleet of 152 boats.

In 1968, Norm McCarvill with *Spirit* was the first privately owned Canadian Yacht to enter the Trans-Atlantic Race from Bermuda to Travenmunde Germany, 3667 miles, the longest Ocean Race ever held. *Spirit* finished 4th in Class B, 7th overall and was 3rd boat to finish in a fleet of 32 boats within sight of the new Ondine and Stormvogel the 1st and 2nd boats to finish; the crossing took 22 days.

DRIVER ON WORLD TOUR

Phillip D. Graham's 61 ft. sloop *Driver* has been leisurely touring the world since launching from Osborne Shipyards North Vancouver in 1967 and while it has not yet circumnavigated the globe Skipper Phil will doubtless some time in the future flip around the Horn or more likely slip through the Panama Canal to again breast the Pacific seas thus completing the job. Owner-Skipper Phil sailed *Driver* down to California to take part in the 1967 TransPac to Honolulu. Leaving there in September 1967 with his wife Joan as 1st Mate and a crew of his four sons, "Flip" 18, Chris 14, Bruce 11, Lawrence 7, a tutor and a cook, they cruised the South Seas arriving at Australia in October 1968. Leaving there they crossed the Indian Ocean to Durban and rounded the Cape of Good Hope in March 1969. Thence to the Azores in May 1969 and through the Straits of Gibraltar to Malta Nov. 1969. They cruised the Aegean Sea in the Summer of 1970 being joined by sometime ex-Troubadour crew members, Freddy McMeans and "Buzz" Buzzelle, for a month of unrecorded cruising. After a cruise up the Adriatic Sea to Yugoslavia, *Driver* was tied up in Malta while Phil and family skied and went to school in Switzerland where their home is now set up in Saanon. As of 1971 Phil and family will cruise the Baltic Sea and Scandinavian Countries; Freddy McMeans will join them in Malta for the four months northern cruising.

GULF OF CALIFORNIA BOISTEROUS

The sunny Gulf of California is no place to sail in the wintertime, Jack and Mitzi Walkem found in their 6000 mile cruise to Manzanillo, Mexico and return. Cruising in their 35 ft. sloop *Bendora* from September 1966 to June 1967, they headed up the Gulf to Guaymas in December encountering bitterly cold 35 to 45 knot winds whistling through the channels of the mid gulf islands. They also found the seas between the tip of Baja California and Mazatlan extremely uncomfortable, being short and choppy despite average 15 knot winds. *Bendora* was double reefed most of the trip down the West Coast, the return being made mostly under power within sight of land to avoid the long haul westward necessary to make British Columbia waters under sail.

Another ex R.V.Y.C. small sized sloop, the 32 ft. *Toroa*, made the long bluewater trip down to Costa Rica and Panama and return in 1962. Well known local sailors, Audery and Pete Rees, report that their cruise in *Toroa* was comparatively uneventful.

Swiftsure Racing

ROYAL VANCOUVER YACHT CLUB ENTRIES IN
SWIFTSURE CLASSIC 1966-1970

Continued from Page 155

	<i>Yacht</i>	<i>Skipper</i>	<i>Position in Class</i>	<i>Overall Position</i>
1966	<i>Ariel V</i>	K. Lochhead	3 (3)	8
	<i>Gabrielle</i>	P. R. Sandwell	(2)	DNF
	<i>George Kitamiike</i>	H. Davidson	10 (3)	32
	<i>Jeunesse</i>	P. Coté	(4)	DNF
	<i>Jolly Olly</i>	V. Ruskin	5 (4)	5
	<i>Lollipop</i>	H. Vogel	7 (4)	19
	<i>Long Gone</i>	J. West	11 (3)	33
	<i>Maredea</i>	W. Burgess	(3)	DNF
	<i>Mary Bower</i>	J. H. Long	3 (2)	16
	<i>Pandora of Rhu</i>	J. Klymack	(2)	DNF
	<i>Penelakut</i>	R. Ross	(2)	DNF
	<i>Sanderling</i>	A. Meakin	6 (3)	12
	<i>Serapis</i>	A. Forsyth	(3)	DNF
	<i>Spirit</i>	N. McCarvill	(1)	DNF
	<i>Tricia</i>	P. Leslie	2 (3)	7
	<i>Velaris</i>	L. Killam	4 (2)	17
	<i>Winsome III</i>	C. Rickard	4 (3)	10
1967	<i>Alcion</i>	C. Campbell	7 (2)	21
	<i>Allegra</i>	A. Way	(2)	DFN
	<i>Ariel V</i>	K. Lockhead	7 (3)	13
	<i>Benora II</i>	J. Glass	11 (3)	19
	<i>Cloudrace</i>	I. Hamilton	(3)	DNF
	<i>Concerto</i>	A. Booth	4 (2)	12
	<i>Crusader</i>	K. McRae	2 (1)	6
	<i>Gabrielle II</i>	P. R. Sandwell	(2)	DNF
	<i>Hawk</i>	Bill Killam	(2)	DNF
	<i>Jester</i>	S. Watts	(3)	DNF
	<i>Jeunesse</i>	P. Coté	(4)	DNF
	<i>Jolly Olly</i>	V. Ruskin	8 (4)	36
	<i>Kimji</i>	J. Eastman	6 (4)	30
	<i>Kitamiike</i>	H. Davidson	(3)	DNF
	<i>Lollipop</i>	H. Vogel	(3)	DNF
	<i>Maredea</i>	W. Burgess	(3)	DNF
	<i>Mary Bower</i>	J. Long	(2)	DNF
	<i>Mir</i>	G. O'Brien	(1)	DNF
	<i>Nantuk</i>	W. M. Young	(4)	DNF
	<i>Nyon</i>	D. Simpson	(3)	DNF
	<i>Pandora of Rhu</i>	J. Klymak	8 (2)	22
	<i>Penelakut</i>	R. Ross	11 (2)	31
	<i>Sanderling</i>	A. Meakin	(3)	DNF
	<i>Serapis</i>	A. Forsyth	(3)	DNF
	<i>Tricia</i>	P. Leslie	9 (3)	16
	<i>Velaris</i>	L. Killam	3 (2)	10
	<i>Veleda</i>	J. Grubbe	(4)	DNF
	<i>Winsome III</i>	C. Rickard	5 (3)	9

ROYAL VANCOUVER YACHT CLUB ENTRIES IN SWIFTSURE CLASSIC 1966-1970—Continued

	<i>Yacht</i>	<i>Skipper</i>	<i>Position in Class</i>	<i>Overall Position</i>
1968	<i>Allegra</i>	A. Way	9 (2)	21
	<i>Ariel V</i>	K. Lochhead	(3)	DNF
	<i>Benora</i>	C. Rickard	13 (3)	36
	<i>Cloudrace</i>	I. Hamilton	(3)	DNF
	<i>Crusader</i>	K. McRae	4 (1)	65
	<i>Gabrielle III</i>	P. Sandwell	15 (2)	53
	<i>George Kitamihe</i>	H. Davidson	24 (3)	58
	<i>Jester</i>	S. Watts	22 (3)	54
	<i>Jeunesse</i>	P. Coté	7 (4)	9
	<i>Jolly Olly</i>	V. Ruskin	2 (4)	2
	<i>Kimji</i>	J. Eastman	15 (4)	49
	<i>Lollipop</i>	H. Vogel	3 (4)	4
	<i>Mary Bower</i>	J. Long	3 (2)	21
	<i>Nyon</i>	D. Simpson	(3)	DNF
	<i>Penelakut</i>	R. Ross	26 (2)	75
	<i>Porpoise III</i>	Bill Killam	2 (2)	5
	<i>Sanderling</i>	A. Meakin	23 (3)	57
	<i>Serapis</i>	A. Forsyth	17 (3)	44
	<i>Tricia</i>	P. Leslie	5 (3)	23
	<i>Velaris</i>	L. Killam	8 (2)	37
1969	<i>Ariel V</i>	K. Lochhead	2 (3)	5
	<i>Benora II</i>	H. Herlihy	21 (3)	70
	<i>Crusader</i>	K. McRae	4 (1)	10
	<i>Doran II</i>	A. Narod	19 (3)	61
	<i>George Kitamihe</i>	H. Davidson	22 (2)	73
	<i>Jeunesse</i>	P. Coté	(4)	DNF
	<i>Jolly Olly</i>	V. Ruskin	3 (4)	31
	<i>Kimji</i>	J. Eastman	17 (2)	57
	<i>Lollipop</i>	H. Vogel	5 (4)	41
	<i>Mary Bower</i>	J. Long	1 (1)	1
	<i>Maverick III</i>	B. Cobanli	7 (3)	34
	<i>Porpoise III</i>	Bill Killam	8 (1)	20
	<i>Puffin II</i>	H. Carruthers	(3)	DNF
	<i>Sanderling</i>	A. Meakin	17 (3)	53
	<i>Serapis</i>	A. Forsyth	5 (3)	26
	<i>Tricia</i>	P. Leslie	3 (3)	7
	<i>Winsome III</i>	D. Frisby	9 (3)	38
1970	<i>Ariel V</i>	K. Lochhead	3 (3)	16
	<i>Benora II</i>	H. Herlihy	18 (3)	87
	<i>Crusader</i>	K. McRae	4 (1)	8
	<i>Drummer Boy</i>	J. Dunfield	5 (3)	41
	<i>Endless Summer</i>	G. O'Brien	1 (1)	1
	<i>Furiant</i>	Judge D. Moffett	20 (3)	89
	<i>Graybeard</i>	L. Killam	2 (1)	2
	<i>Hyak</i>	B. Davis & B. Mahy	2 (3)	12
	<i>Jeunesse</i>	P. Coté	7 (4)	38
	<i>Jolly Olly</i>	V. Ruskin	5 (4)	34
	<i>Kimji</i>	J. Eastman	7 (2)	22
	<i>Lollipop</i>	H. Vogel	22 (4)	93
	<i>Long Gone</i>	J. Innes	31 (2)	74
	<i>Mary Bower</i>	J. Long	7 (1)	18
	<i>Porpoise III</i>	Bill Killam	5 (1)	9
	<i>Rapid</i>	I. Kirkland	21 (2)	45
	<i>Sanderling</i>	A. Meakin	14 (3)	78
	<i>Serapis</i>	A. Forsyth	9 (3)	57
	<i>Tricia</i>	P. Leslie	4 (3)	17
	<i>Winsome IV</i>	C. Rickard	16 (2)	35

R.V.Y.C.

ACTIVE IN C.Y.A.

C ONTINUING from the item on page 257 describing the functions of the Canadian Yachting Association and listing club members who have acted on its Executive since reorganization in the late forties, Frank Hahn carried on as B.C. Vice President with Al Martin and latterly, Ross Boyer of KYC as Junior Coordinator; he was succeeded in 1968 by Dr. Jack Balmer with Dave Miller as Junior Coordinator.

In June 1968, C.Y.A. B.C. Vice President Jack Balmer chaired a meeting of the Commodores of B.C. yacht clubs which resulted in the reactivation of the B.C. Yachting Association, originally formed by W. E. Graveley in 1891, which foundered after a few years. Seventy years later it was reformed, but this time as a branch of the C.Y.A., to act as the Provincial sailing authority, autonomous in its own right, to govern the twenty-odd member Yacht Clubs in B.C. Jack Balmer was elected the first President with four Directors representing the other B.C. clubs.

The newly formed Association became one of the original members of the B.C. Sports Federation which shares in the interest of the \$10,000,000 Provincial Fund set up for the benefit of accredited sports governing bodies, to the extent of approximately \$25,000 annually; R.V.Y.C. with its large and active racing group was granted \$5,000 by the B.C.Y.A. in 1970, to defray travel expenses for national and international events. In addition R.V.Y.C. contributed to C.Y.A. approximately \$1,500 that year.

After two years as C.Y.A. Vice President and B.C.Y.A. President, Jack Balmer retired but carries on as a director of both groups. Dick Sharpe of Royal Canadian Navy Sailing Assn., Esquimalt was elected to fill the vacated posts, and Dick Sandwell appointed co-chairman of the C.Y.A. Off-Shore Committee which is developing interest amongst western yachtsmen in future international competitions, Admiral's Cup and Canada's Cup challenges. Member clubs of the B.C.Y.A. by the end of 1970 had increased to 30 in number, and the C.Y.A. was fully national in scope being now actively represented in all 10 provinces. Meanwhile, Jack Balmer was appointed Manager of the '71 Pan-Am sailing team and named liaison between the Pan-Am Committee and the C.Y.A.

Vancouver Area Racing Council Formed

With public interest and participation in the sport of sailing in English Bay, Howe Sound and adjacent waters growing by leaps and bounds in recent years it became obvious that co-operation in scheduling sailing contests to avoid overlapping should be set up between the local established yacht clubs.

Accordingly, to meet this need the Vancouver Area Racing Council was formed in 1970, consisting of The Royal Vancouver Yacht Club, West Vancouver Yacht Club, Kitsilano Yacht Club and Eagle Harbour Yacht Club with the following stated objectives:

1. to co-ordinate racing schedules for cruising class boats in the Vancouver Area.
2. To promote yacht club membership and racing participation.
3. To prepare and promote a code of racing rules and instructions for universal use in the Vancouver area.

The basis of membership in V.A.R.C. is that a member club has the resources to be able to host a race. The work load of hosting races is distributed amongst member clubs in proportion to the number of participating boats from each club. The participating yacht clubs constitute and belong to V.A.R.C. as opposed to the individual members of participating clubs. A member of a participating club is automatically eligible to participate in V.A.R.C. events, subject to rules as to eligibility contained in the General Racing Instructions.

Member clubs will have two representatives on the Council, one of whom will be the current Fleet Captain of each club who will be responsible for the complete and correct registration each year of his members boats.

Should the Council prove successful it plans to include one design boats in the programme. For the 1971 season a complete schedule of events has been set up covering all established local racing contests in the cruising classes from April to November.

Small Boat Championships

SIX METRE, DRAGON, SOLING, STAR

ST. FRANCIS YACHT CLUB VS. R.V.Y.C.

IN AN EFFORT to establish a "Little America Cup" series of International Six Metre yacht races on the Pacific Coast, the St. Francis Yacht Club of San Francisco issued a challenge to R.V.Y.C. The event was to be a series of three matched races on English Bay in June 1970. The challenging yacht was *St. Francis IV* ex *Toogooloowoo IV*, the Australian entry in the American-Australian matched series held on San Francisco Bay in September 1969 in which she was defeated by the American entry *Goose* and then purchased by the St. Francis Yacht Club's Apollo syndicate. *St. Francis IV* was built 1967 in Sydney, Australia by Bill Barnett, to designs by Sparkman & Stephens for Mr. John Taylor of the Royal Prince Albert Yacht Club, Sydney.

The Committee appointed to handle this important event was organized and headed by John Long, Fleet Captain Bill Burgess was Vice Chairman and Ken Clark, Race Committee Chairman. We only had three sixes in the club; *Ca Va*, owned by Miller Brothers had not been active for several years, *Yam Sing*, owned by Ken Giles was thirteen years old and not in first class condition, *Hanko*, owned by Brian Lake was due to be sold to Seattle. The Committee decided to raise a fund to recondition *Yam Sing* as it had an excellent past racing record, having been built by a Norwegian shipping magnate to compete with the King of Norway's *Hanko*: it was designed by Bjarnes Aas and built in 1957 at Frederikstad, Norway. Fund raising proved difficult but was overcome by the persistent efforts of Past Commodore Elmer Palmer and the generosity of Past Commodore Doug Maitland, Past Commodore Clarke Gibson, Commodore Bob Gibson, George Glanville, Doug McPherson, P. R. Sandwell, George O'Brien and others. Elimination races run off on English Bay between *Ca Va*, *Yam Sing* and *Trixon VI* (old *Buzzy II* chartered by an R.V.Y.C. group headed by Lloyd Campbell) resulted in *Yam Sing* being selected to represent us.

A series of five races was scheduled on English Bay June 19, 20, 21st: *St. Francis IV* won the first three and thus the series. Light to moderate winds prevailed in clear perfect summer weather. *Yam Sing*

crossed the line 34 sec. ahead in the first race and picked up to 1 minute ahead at the 2nd mark but fell to 40 sec. behind at the 3rd failing to better its position and finishing 2 minutes 30 sec. behind. In the second race *St. Francis IV* crossed the line 2 sec. ahead of *Yam Sing* which fell behind progressively till 3 minutes behind at the 4th mark picking up slightly thereafter and was 58 sec. behind at the finish mark. The third race start was taken by *Yam Sing* by 5 sec. but *St. Francis IV* was 47 sec. ahead at the 1st mark and steadily improved its lead to 1 minute 52 sec. at the finish.

DRAGONS

WHILE local interest in International Star, Lightning and Geary 18 contests declined somewhat in recent years, this was probably due to our most active sailors in those classes having graduated to the Dragon, Soling and cruising groups. However, Star sailing activity was maintained locally as the record of trophy results show. (See page 386). In 1967 Ken Kirkland with Bob Burgess as crew took his *Star Gypsy* to Toronto for the North American Star Championships finishing 25th in a fleet of 44. Carl Petersen also took his Star, *Susan IV* to Toronto and with a local crew finished 30th. In 1968 the N.A. Star Championships were held in San Francisco Bay; Bill West with J. Gosden of K.Y.C. as crew took down *Windor* finishing 19th and Ken & Ian Kirkland in *Gypsy* finished 21st in a fleet of 35 Stars.

In two of the six Olympic classes—Dragons and Solings—our club members have continued to carry on the traditions of top competition and performance in international races and it is interesting to note that most of the following mentioned crews are young sailors who learned their active sailing at our club in our then active programme of junior racing.

In 1966 Steve Tupper and his crew Dave Miller began preparing for the 1968 Olympics. They travelled twice to Eastern Canada that summer and sailed borrowed boats in Toronto, Buffalo and Montreal. These trips resulted in winning the coveted John Foster Dulles Trophy, emblematic of the Great Lakes Championships, and the Davar Quaich Trophy in Montreal. However, the crew was unsuccessful in their major aim which was to qualify for the World Championships to be held in Toronto in 1967.

The unfortunate result of the races in 1966 brought plans for Olympic sailing to a halt as it seemed hard to justify an all out effort if they could not sail in the World Championship in Toronto.

Over the winter of 1968 Steve and Dave decided to try again after an offer was made of a boat to sail in the Trials in Kingston in July. Steve purchased *Antigone* in Toronto and a new effort was mounted. In July the crew moved to Kingston for the Trials. The third crew Tim Irwin joined them there. The trials followed the Canadian Championships in which they sailed only three of the five races and finished third.

The trials were a very close fought series with the Vancouver crew taking five of the first six races resulting in cancellation of the three remaining races.

Paul Phelan who had finished second in the Trials kindly offered our crew the use of his brand new boat *Mia IV*. This was one of the major reasons for their excellent performance. The crew were also very fortunate to be able to borrow a Seville Spar from Dr. Patterson who owned *Argo*, the boat they had sailed in the trials.

The next step was the Dragon North American Championships in Houston, Texas. Following are excerpts from a report made by Steve on the Regatta.

"Houston was a rather interesting place to sail as it had been chosen for its similarity in climate to Acapulco. It was very hot with the temperature in the mid 90's and humidity near 100%."

"We were protested at the start of the third race but managed to win the protest after a three hour hearing. Possibly the greatest excitement of the series came in the fourth race when after a beautiful start and going the right place we found ourselves with a nice lead. Suddenly, there was a horrible crash and we found we had pulled out one of the chainplates on the starboard side." "Because of this we slipped to fourth place." "The last race was a first place finish and a wonderful way to end the series."

The results of the Series were O. J. Young first, Buddy Friedrichs second and Steve Tupper third.

The next Series was the Olympics itself. Dave, Tim and Steve went to Acapulco in early October to get ready for the races. Following are some excerpts of Steve's report after the Games.

"We seemed to stand up to the hot sun fairly well. After several days of sailing off Acapulco it became fairly obvious why small one-design sailing is not popular there. The seas are large, up to 15' and the winds are generally light. This made trying to point the boat in one direction a constant chore."

"The first racing day brought the first of many surprises. Instead of the light winds we all expected, it was blowing 10-12 at the start and continued to increase up to about 18 by the end of the race. We were fortunate enough to place third in this race and felt quite confident as we sailed in from the race."

"However, the next day we slipped to eighth and the following day to thirteenth. Fortunately, this was the low point of the series and we fought back to take a third in the last race and a fourth overall."

The final results of the Games were, Friedrichs, U.S.A. first; Birch, Denmark, second; Borowski, East Germany, third and Tupper, Canada, fourth.

This showing was the best that any Canadian has had in any class since Hubie Wallace won a Silver in 8 Meters and Harry Wylie won a Bronze in Stars in 1932.

In 1969 Steve Tupper sailing *Antigone* was joined in the international races by Bob Burgess sailing *Tjep*. Bob had enjoyed an excellent season in Vancouver winning most of the preseason races. The first international event was held in Vancouver, the Duke of Edinburgh, which Steve won to repeat his victory of 1965 the last time the Series had been held in Vancouver. Following this the P.I.Y.A. regatta saw Bob win. The racing moved to Bellingham the next week for the North American Championships where Burgess came second and Tupper third.

In the summer of 1969 Steve also trailered his boat to Kingston, Ontario for the Canadian Olympic Training Regatta. This regatta attracted all the top Eastern boats, Steve finishing first with the assistance of his crew Miss Paddy Maitland and Kevin Hendry.

In 1970 Bob Burgess finished 2nd in the P.I.Y.A. Regatta which was held in Bellingham and trailering *Tjep* back east, came 7th in the Canadian Championships at Toronto and 8th in the North American Championships held in Kingston, Ont.

SOLINGS

This exciting new class of racing craft appeared on the international yacht racing scene in the middle sixties as a result of the I.Y.R.U. looking for alternative Olympic boats in the three man keel type under 30 ft. overall length, as the 5.5 metre was becoming very expensive. Many designs were produced and prototypes built and, after a series of trials, Norwegian Jan Linge's *Soling* was selected and became an International Class in 1967. It soon became the fastest growing keel boat class in the world, within two years numbering 1200 boats in 31 countries. Several of our keen younger sailors were quick to place orders with the only licensed Soling builder in Canada at Sarnia, Ont. and by spring of 1969 the following group were engaged in strenuous competition on English Bay.

KC 32—*Solong*—Dr. Tec Jones

KC 33—*Lady Meg*—Dr. Jack Balmer (later sold for KC 70, also *Lady Meg*)

KC 34—*Chicanery*—Bill Burgess & Alex Harrison

KC 35—*Roadrunner*—Dave Miller, Paul Cote & John Ekels

KC 45—*Alegrias*—Fred Brodie

KC 51—*Andiamo*—Adrian Thompson, John Purdy & John Yuill

these were joined late 1969 and early 1970 by

KC 57—*Chance*—Bill Dickson

KC 63—*Rainbow*—Bob Brodie

KC 68—*Agnete*—Esbén Poulsson

KC 71—*Solan*—Ron Maitland

KC 77—*Sine*—Lloyd Walker

KC 81—*Unnamed*—Ted VanWinckel

These sailors formed a group called Pacific Soling Fleet with Jack Balmer as fleet captain, measurer and general organizer and at the P.I.Y.A. Regatta on English Bay midsummer 1969 gave stiff competition to a representative fleet of Solings from Seattle. Dave Miller in *Roadrunner* placed second the winner being Bill Booth, Seattle in *Flare*.

The 1969 Season's Champion was *Chicanery*, Bill Burgess & Alex Harrison.

In late summer 1969 Jack Balmer trailered *Lady Meg* to the first Soling North American in Milwaukee placing 24th out of 35 contestants, and thence to Kingston, Ont. for the first Canadian Championships at the newly organized CORK Regatta in which he placed 11th out of 30. In 1970 Ron Maitland was elected class Fleet Captain with Fred Brodie Secretary, Lloyd Walker, Measurer.

Dave Miller, with his crew Paul Cote and John Ekels, next trailered to Houston, Texas in 1970 for the Second North American series where they came 10th in a fleet of 38 boats. The winds were light and shifty, the last race being called just minutes before the lead boat would have finished, with Dave in second place.

After Houston came Kiel West in San Francisco Bay where Dave's *Roadrunner* was joined by Fleet Captain Bill Burgess in *Chicanery*. The two Vancouver crews, accustomed to the light winds in English Bay, suffered considerably from gear breakdown in the near gales of San Francisco. Dave, however, ended up fourth and Bill Burgess 17th. In the 1970 CORK Regatta, Kingston, the largest contingent was from Vancouver, Dave Miller and Bill Burgess trailered their boat there, and Tec Jones leased a boat for the series. Lloyd Walker took delivery of his new Danish built boat at Kingston and Jack Balmer purchased a new *Lady Meg* from the Sarnia builders and delivered at the regatta. Hans Fogh from Toronto skippered Jack's boat. The regatta was a real test, with 60 boats entered, winds 25 to 30 knots all week and seas at times up to 12 feet. Stiff competition was provided with past Olympians and world medallists Buddy Melges, Dick Stearns and Don Bever sailing. After the final race was cancelled because the Committee boat could not make it to the start, the results were Buddy Melges first, Hans Fogh second and Dave Miller third.

Following CORK, the Vancouver fleet went to Seattle for the last of a series of four International Regattas. Dave Miller won this regatta, with Esben Poulsson's *Agnete* taking fourth but winning the North Pacific Soling Championship for the best performance in the four regattas.

Late 1970, official word came from the C.Y.A. Olympic Committee that Dave Miller was selected as the leading contestant for the Canadian Olympic Sailing team. Not one Royal Van Soling sailor doubts that the Soling at the '72 Olympics at Kiel, Germany, will fly the colors of the Royal Vancouver Yacht Club, or that whoever it is, he will have a good chance of bringing back a medal for Canada.

CANADA GAMES

In 1969 the first Canada Games were held in Halifax, Nova Scotia. British Columbia sent a sailing team with two crews from our Club, Don Martin with his wife Annabelle sailed in the Flying Junior Class and Tec Jones with crew of Lloyd Walker and Fred Brodie sailed in the Soling. The Host Province of Nova Scotia provided the boats which were

rotated between races. Winds for the Series provided a good test ranging from 5 knots to 30 knots. Predominant winds were in the 15-20 knot bracket—one race with gusts of 40 knots. The B.C. team made the top showing of any Province with a Gold Medal gained by the Martins and a Silver Medal by Tec Jones.

MALLORY CUP

In 1970 our club was represented for the first time in the Mallory Cup sailed for the North American Championships. Alan Sturgess took his crew Pat Finnegan and Robbie Black to Maine to sail in this event finishing in eighth place.

FROSTBITING STILL TOPS

EVERYONE talks about the weather but only Frostbiters do something about it. They get out and enjoy it. No amount of hail, rain, sleet or snow seems to deter the Frostbiter from the exhilaration of winter dinghy sailing. As some old salt once said, "Dinghy racing gives an outlet to the spirit that no other type of sailing can provide". Many skippers who participate, claim they enjoy the Frostbite season moreso than they do the summer racing schedule in the larger yachts.

Frostbiting has continued to be a very active part of the R.V.Y.C. winter programme. In 1969, Frostbiters moved from the sheltered Coal Harbour area, out to the more exposed waters beyond the breakwater at Jericho. Here the tidal currents and Northwesterly breezes sometimes whip up conditions just a little too precarious and exciting for these sturdy little sail boats. The D9 (Davidson) is still the dinghy of choice at the R.V.Y.C. for Frostbiting. It has had very little modification since first selected in 1951. Hamish Davidson, manufacturer of the D9 dinghy is himself a very avid and fearless Frostbiter. He has been Frostbiting since it first started at the Club in 1950. Many trophies have been presented to the Frostbite fleet to encourage dinghy sailing. In 1967, Hamish Davidson provided a trophy, known as the Broken Mast trophy, to be awarded to the Frostbiter who makes the biggest "boob" or faux pas of the year. This trophy always provides much amusement and hilarity when presented at the annual Frostbite Dinner.

In addition to the series of races held at Jericho, the Frostbiters have an annual invitational regatta which is held at Silva Bay or Alexander Island. This is always well attended and is one of the highlights of the Frostbite season. Interclub regattas are also held with Royal Victoria Yacht Club, West Vancouver Yacht Club, and Kitsilano Yacht Club. The Frostbite schedule is from November through to the end of March, with Frostbiting every other weekend.

The success of Frostbiting is very dependent on a good race committee. Frostbiters have been most fortunate in having the services of Norm Park and Ernie Earle, who have been very devoted and largely

instrumental in making Frostbiting a success at the Royal Vancouver Yacht Club.

For keen competition, sportsmanship, fellowship and just good clean fun, there is nothing to beat Frostbiting.

JUNIOR ACTIVITY 1966-1970

WHILE there has been progressively less ownership of small sailboats by R.V.Y.C. Juniors in recent years, due to high cost of competitive boats and their maintenance, there has been no slackening of their interest and activity in National and International racing events. However there has been a noticeable lack of interest, by Juniors, in the local Junior racing events due to the diminishing number of Juniors owning their own boats, and the higher percentage crewing with their parents.

1966 was not "our" year in the National and International events; although our team did win the W. Clarke Gibson Trophy; the Kitten Trophy went to Ian Smith of Victoria. In the Sears Cup Regionals at Kelowna Ian Maitland, Ken Burns and Morgan Sturdy placed fourth and although several juniors travelled to Halifax, Montreal, Port Carling, Ottawa and Winnipeg for Pre-Centennial Regattas their performance was not spectacular.

It was a different story in the Centennial Year 1967; the Fall McCurdy was won by Royal Van with teams from Bremerton, Seattle, Vancouver and Victoria entered, and in the big Centennial Regatta at Ottawa, Alan Drinkwater and crew Pat Finnegan placed first. Dennis Meakin travelled to the Junior World Championships placing thirteenth. While our Juniors competed in the Sears events they did not place in the eliminations.

1968 followed with the same small core of sailors attempting to keep our name in competition—Alan Drinkwater, Don Martin, Ron Maitland, Hunt Gordon, Bill Cote and Pat Finnegan all taking active part. They carried off the W. Clarke Gibson Trophy and the Kitten January series.

Eight juniors were sent to the C.Y.A. Youth Olympic Training Seminar at Montreal and with the National grading of juniors now in effect it is hoped that choices for the Gold Olympic Team can be made from our group.

In 1969 our teams won both the Clarke Gibson and Kitten Trophies. Alan Drinkwater and Pat Finnegan both attended the Youth Olympic Training Seminar in Montreal. Hunt Gordon travelled to Valleyfield, Quebec for the Flying Dutchman Championship and came fifteenth. He also attended the Canadian Olympic Training Regatta at Kingston and finished twenty-second.

Juniors' interest in local sailing contests pepped up a bit in 1970; they took part in the Spring and Fall McCurdys', the Navvy Jack regatta at Hollyburn and the West Vancouver Yacht Club events, and there was a good turn out at our own Clark Gibson series. They came second at the

Gladwell Series in Victoria and at the Eagle Harbour's series. Four of the popular centre-boarder *Fireballs* were brought into the club reviving activity around the Jericho Marina. While our junior members took part in all International events, the newer younger group did not produce any spectacular performances, although Pat Finnegan and Chris Acheson did well at the C.Y.A. Youth Olympic Training Seminar at Hamilton.

JUNIOR DIVISION EXECUTIVE

Hon. Jr. Advisor	1966	1967	1968
Jr. Commodore	A. H. Meakin	A. H. Meakin	Dr. F. G. Westgate
Jr. Vice Commodore	Norman Angus	Alan Drinkwater	Bill Cote
Jr. Fleet Capt.	Chris Tyrell	Valerie Hennell	Dennis Meakin
Jr. Staff Capt.	Alan Drinkwater	Dennis Meakin	Tim Slaney
Jr. Secy-Treas.	Valerie Hennell	Melanie Hartnell	Susan Healey
	1969	1970	M. Hartnell
Hon. Jr. Advisor	Stephen Tupper	E. E. Jefferys	
Jr. Commodore	Bill Cote	Tim Slaney	
Jr. Vice Commodore	Tim Slaney	Fred Long	
Jr. Fleet Capt.	Fred Long	Kevin Finnegan	
Secretary	Pam Gordon	Theo Anglin	

JUNIOR TRAINING PROGRAMME

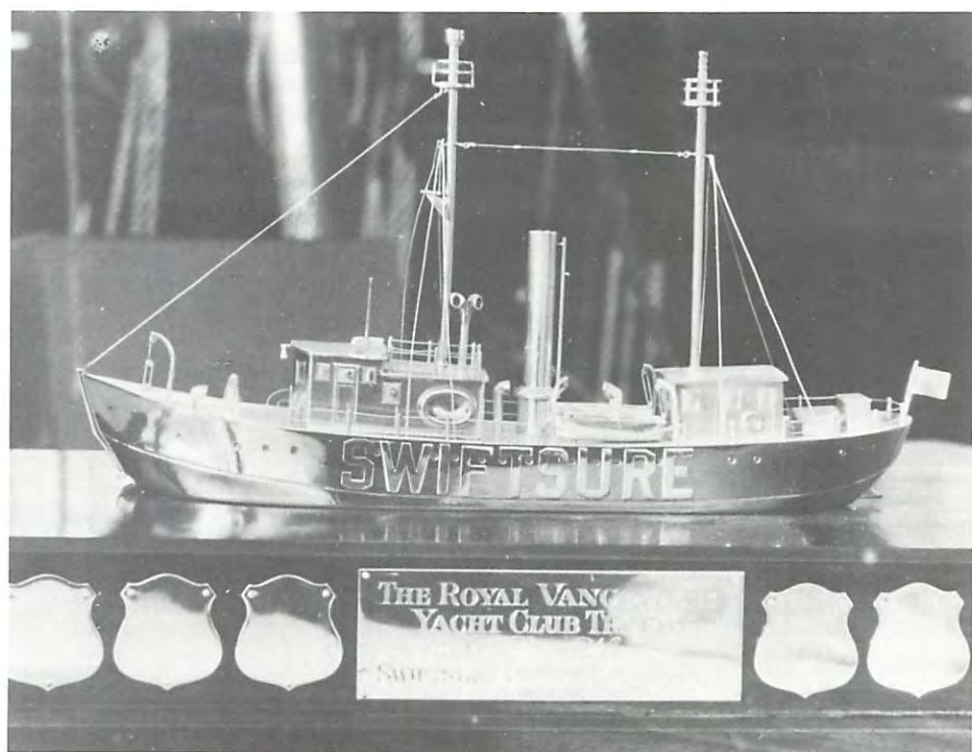
With the club junior training fleet increased to 20 Flying Juniors, with two powered tenders, our programme of supervised sailing courses during July and August each year continues to be eminently successful. Headed by Stephen Tupper and Paul Cote as Chief Instructors for two years each, and following the strict training procedures laid down by the Canadian Yachting Association, our programme is considered by the C.Y.A. to be a model for other yacht clubs to follow. It has attracted the attention of the Royal Canadian Sea Cadets and last year (1970) our instructors ran a one month course for them. In 1971 two special courses for the Sea Cadets are planned. In addition our special course for Ladies (not necessarily juniors) is well utilized and has led to interesting competition on a Bay area level between lady members of the various clubs. The interest and support given the training programme amply justifies outlay for new equipment and sails, and this year it is hoped to add a number of boats equipped for the thrilling and exciting sport of trapeze sailing. Our training programme is now a well established part of the Vancouver sailing scene.



R.V.Y.C. Junior Training Programme 1966

CHAPTER 5

Blue Water Races



R.V.Y.C. Swiftsure Trophy

Swiftsure, Cape Flattery, Juan de Fuca and Inshore Series Races

by Bonar Davis

The Swiftsure and Juan de Fuca races have been well supported over the years by yachts from R.V.Y.C. An interesting run through the results will show that our vessels have turned in a very respectable showing with 16 overall winners (1971-1985).

From a small fleet of 6 vessels in 1930 the race has grown to over 400 vessels each year since 1979.

The form of "Swiftsure" has been changed by the sponsor, Royal Victoria Yacht Club, to offer more variety to the racers. In 1985, a third race, "The Cape Flattery" with turning point off Neah Bay, was held for the first time. Depending on the size of the vessel, racers now have a choice of the original "Swiftsure", a mid-distance race (The Cape Flattery), or a shorter race (The Juan de Fuca).

Associated with these three races, there is also a series of three inshore races held off Victoria in the week prior to the three long distance races.

Previous race results are listed in "Annals of the R.V.Y.C. 1903-1970", pp. 372-373.

R.V.Y.C. Entries in Swiftsure and Juan de Fuca Races

<i>Yacht</i>	<i>Skipper</i>	<i>Position (Class)</i>	<i>Overall Position</i>
1971 <i>Swiftsure I.O.R.</i>			
<i>Hyak</i>	Bonar Davis	1 (3)	2
<i>Winsome IV</i>	Ches L. Rickard	2 (2)	2
<i>Serapis</i>	A.J.B. Forsyth	10 (2)	28
<i>Caroline</i>	Edgar F. Kaiser Jr.	11 (2)	29
<i>Drummer Boy</i>	John Dunfield	11 (3)	34
<i>Keewaydin II</i>	H. Ormond Murphy	13 (3)	42
<i>Porpoise III</i>	Bill Killam	6 (1)	43
<i>Myotere</i>	B.R. Tewksberry III	18 (2)	45
<i>Coho</i>	Grant Brandlmayr	7 (1)	46
<i>Mary Bower</i>	John H. Long	9 (1)	53
<i>Jolly Olly III</i>	V. Ruskin	9 (4)	55
<i>Kimje</i>	J.H. Eastman	24 (2)	57
<i>Molly Hogan</i>	Dana Ramsay	(4)	DNF
<i>Sunbird</i>	Alvin J. Narod	(1)	DNF
<i>Andante II</i>	Art Way	(1)	DNF

NUMBER OF ENTRIES

<i>Year</i>	<i>Rule</i>	<i>Swiftsure</i>	<i>Cape Flattery</i>	<i>Juan de Fuca</i>	<i>Total</i>
1971	I.O.R.	94		28	
	P.H.R.F.	29		35	186
1972	I.O.R.	109		28	
	P.H.R.F.	29		47	213
1973	I.O.R.	119		41	
	P.H.R.F.	45		41	246
1974	I.O.R.	111		56	
	P.H.R.F.	45		50	262
1975	I.O.R.	103		51	
	P.H.R.F.	97		70	321
1976	I.O.R.	91		36	
	P.H.R.F.	129		69	325
1977	I.O.R.	87		28	
	P.H.R.F.	113		96	324
1978	I.O.R.	86		31	
	P.H.R.F.	138		117	372
1979	I.O.R.	76		26	
	P.H.R.F.	164		141	407
1980	I.O.R.	87		36	
	P.H.R.F.	179		127	429
1981	I.O.R.	82		31	
	P.H.R.F.	191		158	462
1982	I.O.R.	84		27	
	P.H.R.F.	181		165	457
1983	I.O.R.	65		24	
	P.H.R.F.	169		161	419
1984	I.O.R.	69		17	
	P.H.R.F.	174		146	* 406
1985	I.O.R.	46	17		63
	P.H.R.F.	114	121	88	323

R.V.Y.C. SWIFTSURE OVERALL WINNERS

1972	I.O.R.	Endless Summer	George O'Brien
1972	P.H.R.F.	Jeunesse II	Paul T. Cote
1973	I.O.R.	Graybeard	Lol Killam
1974	I.O.R.	Graybeard	Lol Killam
1979	I.O.R.	The Pearce Arrow	Ken Pearce
1982	Class I	Pachena	John Newton
1984	Class I	Charley	R. Boyd/W. Niemi/D. Ratner

R.V.Y.C. CAPE FLATTERY OVERALL WINNERS

1985 none

R.V.Y.C. JUAN DE FUCA OVERALL WINNERS

<i>Year</i>	<i>Class</i>	<i>Yacht</i>	<i>Skipper</i>
1976	I.O.R.	Fred Again	G.S. Wilkins
	P.H.R.F.	Lara	Ken Clark
1978	I.O.R.	Gogama	G.S. Wilkins
1981	Class III	Maria XI	Hugh Billings
1984	Class IV	Fred Again	G.S. Wilkins
	Class I	Knockout	Dr. W.J. Andrews

R.V.Y.C. INSHORE SERIES WINNERS

1985	Class 1	Pachena III	John Newton
	2	Harwar	Gord Henderson
	3	Knockout	John Andrews
			Ginni Andrews

R.V.Y.C. TROPHY WINNERS, 1985.

T. Eaton Trophy:	Pachena III	John Newton	Swiftsure Class 1	Division 2
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West Vancouver Trophy:	Sanfire	E/S Leibert	Swiftsure Class II	Division A
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R.V.Y.C. SWIFTSURE DIVISION WINNERS

<i>Year</i>	<i>Class</i>	<i>Division</i>	<i>Yacht</i>	<i>Skipper</i>
1971	3		Hyak	Bonar Davis
1972	1		Endless Summer	George O'Brien
	2		Caroline	Edgar F. Kaiser Jr.
	A		Jeunesse II	Paul T. Cote
1973	1		Graybeard	Lol Killam
	2		Wingaway	H. Davidson/B. Lake
1974	1		Graybeard	Lol Killam
1975	3		The Pearce Arrow	Ken Pearce
1976	A		Saga	Sven Rasmussen
1979	3		The Pearce Arrow	Ken Pearce
1981	3		Maria XI	Hugh Billings
1982	1		Pachena	John Newton
	3		Arluk II	Hugh Atkins
	A		'Ksan	Bonar Davis
1983	A		'Ksan	Bonar Davis
1984	1		Charley	R. Boyd/W. Niemi/D. Ratner
1984	3		Arluk II	Hugh Atkins
1985	I	I.O.R. 2	Pachena III	John Newton
	II	P.H.R.F. A	Sanfire	E/S Liebert

R.V.Y.C. CAPE FLATTERY DIVISION WINNERS

1985 none

R.V.Y.C. JUAN de FUCA DIVISION WINNERS

Year	Class	Yacht	Skipper
1975	1	Double Entry	E.A. Liebert
1976	7	Fred Again	G.S. Wilkins
	D	Lara	Ken Clark
1978	5	Gogama	G.S. Wilkins
1982	G	Fred Again	Bill Cote
1984	6	Fred Again	G.S. Wilkins
	F	Knockout	Dr. W. J. Andrews
1985	none		

	Yacht	Skipper	Position/Class	Overall Position
1971	Swiftsure P.H.R.F. <i>Jeunesse II</i>	Paul T. Cote		9
		Dr. D.P. Jones		12
	<i>Ma Coeur</i>	R.J. Miller		DNF
	<i>Saumure</i>	R.H. Brine		DNF
	<i>Gometra</i>	Dieter Skibbe		DNF
	<i>Kimchow</i>	Doug M. Gardiner		DNF
	Juan de Fuca I.O.R. <i>Apple-Cheeks</i>	Dr. M. Bell	7 (1)	8
	Juan de Fuca P.H.R.F. <i>Running Shoe</i>	John Jarman		25
	<i>Whirlwind</i>	C.E. Foster		DNF
1972	Swiftsure I.O.R. <i>Endless Summer</i>	George O'Brien	1 (1)	1
	<i>Saga</i>	S. Rasmussen	5 (3)	9
	<i>Caroline</i>	Edgar F. Kaiser Jr.	1 (2)	13
	<i>Rapid</i>	I.A. Kirkland	14 (2)	33
	<i>Cloudrace</i>	Ian L. Hamilton	17 (3)	66
	<i>Mamateek</i>	C.H. Cronhelm M.D.	18 (3)	71
	<i>Drummer Boy</i>	John Dunfield	21 (4)	74
	<i>Hyak</i>	Bonar Davis	23 (3)	79
	<i>Keewaydin II</i>	H. Ormond Murphy	26 (3)	84
	<i>Gabrielle III</i>	John H. Long	16 (1)	93
	<i>Allegra</i>	John Louie	17 (1)	94
	<i>Jolly Olly</i>	V. Ruskin	29 (4)	100
	Swiftsure P.H.R.F. <i>Jeunesse II</i>	Paul T. Cote	1 (A)	1
	<i>Madhatter</i>	Norman Severide	3 (B)	8
	<i>Benora II</i>	K.E. McLean	9 (A)	13
	<i>Gabrielle II</i>	Robt. W. Butt	12 (A)	17
	<i>Bacarra</i>	Douglas R. Day	(B)	DNF
	1972 Juan de Fuca I.O.R. <i>Matoosk</i>	Kenneth Pearce	8 (1)	8
	<i>Apple-Cheeks</i>	Michael Bell	9 (1)	9
	<i>Shimna</i>	J.H. Glass	10 (1)	10
	Juan de Fuca P.H.R.F.			

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Amphitrite II</i>	S.E. Wilkinson	4 (C)	5
<i>Ma Coeur</i>	Robert J. Miller	13 (C)	28
<i>Saumure</i>	Ralph H. Brine	14 (C)	29
<i>Gazelle II</i>	Kim Husband	22 (C)	44
1973 <i>Swiftsure I.O.R.</i>			
<i>Graybeard</i>	Lol Killam	1 (1)	1
<i>Naknek</i>	R. I. Nelson	2 (1)	3
<i>Wingaway</i>	Harvie Davidson		
	Brian Lake	1 (2)	5
<i>Blunderbluss</i>	H.R. Herlihy	5 (2)	11
<i>Porpoise III</i>	Bill Killam	8 (1)	14
<i>Coho</i>	Grant Brandlmayr	9 (1)	15
<i>Drummer Boy</i>	John Dunfield	6 (2)	16
<i>Saga</i>	Sven Rasmussen	5 (3)	23
<i>Jolly Olly</i>	V. Ruskin	3 (4)	39
<i>Banjo</i>	Ralph Clasby		
	Wink Vogel	18 (3)	55
<i>Keewaydin II</i>	H.O. Murphy	21 (3)	58
<i>Allegra</i>	John Louie	(2)	DSQ
<i>Maverick III</i>	J.P. & T.L. Guest	(3)	DNF
<i>Hyak</i>	Bonar Davis	(3)	DNF
<i>Chaika</i>	Dr. R. Knight	(1)	DNF
<i>Mamateek</i>	Dr. C. Cronhelm	(3)	DNF
<i>Qualicum</i>	G.C. Hyatt	(4)	DNF
<i>Jeunesse II</i>	Paul T. Cote	(1)	DNF
<i>Endless Summer</i>	George O'Brien	(1)	DNF
<i>Swiftsure P.H.R.F.</i>			
<i>Bluey II</i>	D. Findlay	4 (A)	4
<i>Rana</i>	Hugh Rhodes	9 (A)	14
<i>Callaloo</i>	John Catley	7 (B)	16
<i>Leisure World</i>	Rene Larocche	(B)	DNF
<i>Furiant</i>	Judge D. Moffett	(B)	DNF
<i>Gazelle II</i>	J. Kim Husband	(B)	DNF
<i>Benora II</i>	I.F. Haworth	(A)	DNF
<i>Gabrielle II</i>	Ken F. Downie	(A)	DNF
<i>Juan de Fuca I.O.R.</i>			
<i>Alphie</i>	Bruce Fraser	3 (2)	6
<i>Shimna</i>	J.H. Glass	10 (1)	13
<i>Juan de Fuca P.H.R.F.</i>			
<i>Calabash</i>	Roger Goodall	3 (C)	5
<i>Enchantress</i>	Bill Francis	(C)	DNF
1974 <i>Swiftsure I.O.R.</i>			
<i>Graybeard</i>	Lol Killam	1 (1)	1
<i>Wingaway</i>	Harvie Davidson	2 (2)	3
<i>Naknek</i>	R.I. Nelson	3 (1)	9
<i>Coho</i>	Grant Brandlmayr	8 (1)	31
<i>Jolly Olly III</i>	V.W. Ruskin	7 (4)	42
<i>Banjo</i>	Dick & Wink Vogel	15 (3)	43
<i>Bedlam II</i>	Douglas Day	17 (2)	48
<i>Namba</i>	A.J.B. Forsyth	12 (1)	55
<i>Jeunesse II</i>	Paul Cote	13 (1)	59
<i>Sea Ray</i>	John Long	15 (1)	64
<i>Drummer Boy</i>	John Dunfield	22 (2)	66
<i>Lara</i>	H.W. Rhodes	32 (3)	99
<i>Maverick III</i>	Terry Guest	25 (4)	101
<i>Chaika</i>	Dr. R. Knight	(1)	DNF
<i>Swiftsure P.H.R.F.</i>			
<i>Saga</i>	Sven Rasmussen	4 (A)	4
<i>Rapid</i>	Ken Kirkland	7 (A)	8
<i>My Reverie</i>	Dr. S.J. Peerless	19 (A)	21
<i>Callaloo</i>	John Catley	31 (A)	37

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Juan de Fuca I.O.R.</i>			
<i>Fred</i>	Dr. G. Wilkins	1 (2)	5
<i>Shimna</i>	J.H. Glass	5 (1)	6
<i>Lady T</i>	D.A. Martin	(1)	DNF
<i>Alfie</i>	Bruce Fraser	(2)	DNS
<i>Juan de Fuca P.H.R.F.</i>			
<i>Gazelle II</i>	Kim Husband	2 (C)	2
<i>Calabash</i>	Roger Goodall	14 (C)	15
<i>Morag</i>	Dick Jenkins	20 (C)	23
<i>Mithril</i>	Dr. R. Hill	21 (C)	24
<i>Unicorn II</i>	M. Welland	22 (C)	25
<i>Greenling</i>	Mervyn Olson	(C)	DNF
<i>Bufflehead II</i>	Kenneth Martin	(C)	DNF
<i>Tyche</i>	Alex Foley	(C)	DNS
1975 <i>Swiftsure I.O.R.</i>			
<i>The Pearce Arrow</i>	K. Pearce	1 (3)	3
<i>Betelgeuse</i>	T. Guest	3 (3)	8
<i>Trumpeter of Jericho</i>	J.H. Long	4 (3)	12
<i>Lady T</i>	D. Martin	11 (3)	29
<i>Jolly Olly IV</i>	V. Ruskin	12 (3)	30
<i>Wingaway</i>	H. Davidson		
	B. Lake	2 (2)	32
<i>Naknek</i>	R.I. Nelson	3 (1)	
<i>Namba</i>	A.J.B. Forsyth	5 (1)	64
<i>Andante II</i>	F.W. Patterson	8 (1)	69
<i>Endless Summer</i>	A.T. Sturgess	10 (1)	77
<i>Chaika</i>	Dr. R. Knight	(1)	DNF
<i>Drummer Boy</i>	John Dunfield	(2)	DNF
<i>Scampi</i>	E.S. Waterman	(5)	DNF
<i>Coho</i>	G. Brandlmayr	(1)	DNF
<i>Sunbird</i>	A.J. Narod	(1)	DNF
<i>Bedlam II</i>	D. Day		
	J. Day	(2)	DNS
1975 <i>Swiftsure P.H.R.F.</i>			
<i>Saga</i>	S. Rasmussen	2 (A)	3
<i>Meridian Passage</i>	M. Wilkinson	5 (A)	13
<i>Gabrielle II</i>	K.R. Downie	10 (B)	32
<i>Banjo</i>	W. Vogel		
	D. Vogel	12 (B)	37
<i>Benora III</i>	H. Herlihy	22 (A)	40
<i>Running Shoe</i>	J. Jarman	9 (C)	46
<i>Rana</i>	H. Rhodes	16 (B)	57
<i>Mamateek</i>	Dr. C. Cronhelm	(B)	DNF
<i>Pabet</i>	J. Gourley	(A)	DNS
<i>Powder Snow</i>	D.C. Selman	(A)	DNS
<i>Juan de Fuca I.O.R.</i>			
<i>Double Entry</i>	E.A. Liebert	1 (1)	5
<i>Kwin Kwin Whiuka</i>	P.K. Rentiers		
	C.H. Davidson	(1)	DNF
<i>Juan de Fuca P.H.R.F.</i>			
<i>Morag</i>	R.F. Jenkins	5 (D)	6
<i>Callaloo</i>	J. Catley	13 (D)	16
<i>Bufflehead II</i>	K.R. Martin	2 (E)	19
<i>Fred Jr.</i>	Dr. G. Wilkins	21 (D)	29
<i>Calabash</i>	R. Goodall	15 (E)	49
<i>Enchantress</i>	B. Francis	(D)	DNF
1976 <i>Swiftsure I.O.R.</i>			
<i>Scampi</i>	E.S. Waterman	2 (4)	2
<i>Ultimatum</i>	A.L. Foley	7 (3)	16
<i>Jolly Olly IV</i>	Vern Ruskin	12 (3)	24
<i>Betelgeuse</i>	Terry Guest	13 (3)	25
<i>Trumpeter of Jericho</i>	J.H. Long	16 (3)	32
<i>The Pearce Arrow</i>	Ken Pearce	18 (3)	37
<i>Boru</i>	Donald Byrne	20 (3)	42

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Sunbird</i>	Alvin Narod	6 (1)	45
<i>Gogama</i>	David Everett	5 (2)	46
<i>Namba</i>	A.J.B. Forsyth	7 (1)	60
<i>Naknek</i>	R.I. Nelson	11 (1)	69
<i>Coho</i>	G. Brandlmayr	12 (1)	70
<i>Andante II</i>	Fred Patterson	14 (1)	72
<i>Graybeard</i>	Lol Killam	(1)	DNF
<i>Swiftsure P.H.R.F.</i>			
<i>Saga</i>	S. Rasmussen	1 (A)	16
<i>Sockeye</i>	Peter Keate	8 (C)	27
<i>Pabet</i>	John Gourley	12 (A)	45
<i>Air Affair</i>	C.H. Davidson		
	P.K. Rentiers	15 (A)	49
<i>Powder Snow</i>	Donald Selman	17 (A)	54
<i>Running Shoe</i>	John Jarman	14 (C)	56
<i>Callaloo</i>	John Catley	16 (C)	70
<i>Discovery</i>	John Dunfield	25 (A)	73
<i>Jeunesse II</i>	Paul T. Cote	26 (A)	74
<i>Faem</i>	Lee McGuire	32 (A)	88
<i>Furiant</i>	Hon. Judge David Moffett	(C)	DNF
<i>Benora III</i>	Harry Herlihy	(A)	DNF
<i>Hotspur</i>	John Clayton	(B)	DSQ
<i>Countess III</i>	Peter Jefferson	(A)	DNF
<i>Maya</i>	M.M. LePoole	(C)	DNF
<i>1976 Juan de Fuca I.O.R.</i>			
<i>Fred Again</i>	G.S. Wilkins	1 (7)	1
<i>Double Entry</i>	E.A. Liebert	2 (6)	5
<i>Custard Pie</i>	Dick Purdie	4 (7)	6
<i>Juan de Fuca P.H.R.F.</i>			
<i>Lara</i>	Ken Clark	1 (D)	1
<i>Tyche</i>	Huntley Gordon	6 (E)	28
<i>Bufflehead II</i>	K.R. Martin	15 (E)	45
<i>Pax</i>	K.J. McRae	25 (D)	48
<i>Finnisterre</i>	J. Peter Rogers	(F)	DNF
<i>Morag</i>	Dick Jenkins	(D)	DNF
<i>1977 Swiftsure I.O.R.</i>			
<i>Trumpeter of Jericho</i>	J.H. Long	2 (2)	2
<i>The Good Bad & Ugly</i>	Alex Foley	8 (3)	25
<i>Prophecy</i>	John Jarman	12 (3)	29
<i>Boru</i>	Donald Byrne	17 (3)	45
<i>Bedlam II</i>	Douglas Day	8 (2)	46
<i>Jolly Olly IV</i>	Vern Ruskin	20 (3)	55
<i>Discovery</i>	John Dunfield	7 (1)	70
<i>Naknek</i>	Richard Nelson	9 (1)	73
<i>Sunbird</i>	Alvin Narod	12 (1)	77
<i>Ultimatum</i>	J.L. Williams	25 (4)	79
<i>Swiftsure P.H.R.F.</i>			
<i>Custard Pie</i>	Dick Purdie	4 (B)	9
<i>Hotspur</i>	John Clayton	6 (B)	11
<i>Saga</i>	S. Rasmussen	2 (A)	19
<i>Coho II</i>	G. Brandlmayr	5 (A)	28
<i>Hina</i>	Daryl Delmotte	10 (C)	29
<i>Sockeye</i>	Peter Keate	12 (C)	36
<i>Faem</i>	Lee McGuire et al	9 (A)	45
<i>Benora III</i>	Harry Herlihy	23 (A)	68
<i>Countess III</i>	Peter Jefferson	30 (A)	80
<i>Overdraft Too</i>	G.M. Heseldin	34 (A)	84
<i>Artemis II</i>	R.M. Boyd	20 (C)	89
<i>Tangerine</i>	Geoffrey Cragg	(B)	DNF
<i>Juan de Fuca I.O.R.</i>			
<i>Gogama</i>	George Wilkins	7 (5)	12
<i>Lady T</i>	Don Martin	11 (6)	21
<i>Double Entry</i>	E.A. Liebert	(5)	DNS

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Fred Again</i>	Bill Cote	(6)	DNF
<i>Juan de Fuca P.H.R.F.</i>			
<i>Bufflehead II</i>	K.R. Martin	6 (A)	12
<i>Morag</i>	Dick Jenkins	20 (D)	33
<i>Mithril</i>	Rob Hill	21 (D)	34
<i>Bagheera</i>	Andy & Liza Copeland	19 (E)	62
<i>Cantamar II</i>	Russ Lumsden	36 (D)	70
<i>Kehloke</i>	John & Janet Kine	38 (D)	72
<i>Windy Wendy II</i>	Dr. A. Shearer	45 (D)	82
1978 <i>Swiftsure I.O.R.</i>			
<i>Naknek</i>	Richard Nelson	9 (1)	17
<i>Discovery</i>	John Dunfield	11 (1)	19
<i>Level Crossing</i>	Alex Foley	6 (3)	29
<i>Coho II</i>	John H. Long	12 (1)	33
<i>Ultimatum</i>	J.L. Williams	12 (3)	41
<i>Countess III</i>	Peter Jefferson	9 (2)	42
<i>Whitebird</i>	Alex Boome	11 (4)	50
<i>Betelgeuse</i>	Terry Guest	19 (3)	55
<i>Boru</i>	Donald Byrne	22 (3)	60
<i>Bagheera</i>	Andy Copeland	14 (4)	61
<i>Abraxas II</i>	D.C. Selman	14 (2)	72
<i>Swiftsure P.H.R.F.</i>			
<i>Overdraft Too</i>	G.M. Heseldin	3 (A)	2
<i>Magnum</i>	R.E. Axford	15 (B)	23
<i>Faem</i>	D. Gilliland	22 (A)	55
<i>Saga</i>	S. Rasmussen	24 (A)	59
<i>Mahri II</i>	Ron MacKenzie	26 (A)	62
<i>Hotspur</i>	J.T. Clayton	27 (B)	65
<i>Callaloo</i>	John Catley	12 (C)	66
<i>Benora</i>	Harry Herlihy	28 (A)	68
<i>Terna</i>	R.J. DeRoos		
	L. Hartney	35 (A)	78
<i>Trinorca</i>	Lars Pedersen	18 (C)	96
<i>Tarun</i>	Peter Hendrie	36 (B)	104
<i>Big Bird</i>	Allan Laird	(A)	DSQ
<i>Orango-Tang</i>	Norman Elliott	(A)	DNF
<i>Edelweiss II</i>	Paul Wagner	(B)	DNF
<i>Juan de Fuca I.O.R.</i>			
<i>Gogama</i>	Dr. G. Wilkins	1 (5)	1
<i>Adversary</i>	Tim & Holly Maledy	7 (6)	15
<i>Scampi</i>	Ted Waterman	9 (5)	17
<i>Juan de Fuca P.H.R.F.</i>			
<i>Gazelle II</i>	J.G. Mason	7 (D)	10
<i>Cantamar II</i>	Russ Lumsden	21 (D)	33
<i>Sockeye</i>	Peter Keate	29 (D)	53
<i>Hina</i>	Daryl Delmotte	38 (D)	74
<i>Windy Wendy II</i>	Dr. G. Shearer	39 (D)	76
<i>Schock Wave</i>	Mike Falconer	17 (F)	90
<i>Standfast</i>	Bruce Matthews	(D)	DNF
<i>Morag</i>	Dick Jenkins	(D)	DNF
<i>Deborah Ann</i>	Peter Rogers	(F)	DNF
1979 <i>Swiftsure I.O.R.</i>			
<i>The Pearce Arrow</i>	Ken Pearce	1 (3)	1
<i>Discovery</i>	John Dunfield	5 (1)	10
<i>Graybeard</i>	L. Killam	8 (1)	13
<i>Whitebird</i>	Alex Boome	10 (3)	25
<i>Prophecy</i>	J. Jarman	11 (3)	28
<i>Kelea</i>	D. Delmotte	16 (3)	38
<i>Countess III</i>	P. Jefferson	10 (2)	42
<i>Naknek</i>	R.I. Nelson		
1979 <i>Swiftsure P.H.R.F.</i>			
<i>Milltown</i>	P. Cote Sr. B. Cote	7 (A)	17

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Overdraft Too</i>	G.M. Heseldin	9 (A)	21
<i>Big Bird</i>	Allan Laird	10 (A)	22
<i>Scampi</i>	Ted Waterman	7 (D)	43
<i>Choiseul</i>	P. Daniels	17 (A)	60
<i>Callaloo</i>	J.A. Catley	14 (D)	62
<i>Faem</i>	D.M. Gilliland	17 (B)	68
<i>Orca</i>	Frank Thompson	22 (C)	82
<i>Boru</i>	B. Grierson	23 (A)	87
<i>Cresset</i>	J. Hutchinson	(D)	DNF
<i>Mahri II</i>	R. MacKenzie	(B)	DNF
<i>Magnum</i>	R.E. Axford		
	Brian Wood	(C)	DNF
<i>Trinorca</i>	L. Pedersen	(D)	DNF
<i>'Ksan</i>	Bonar A. Davis	(A)	DNF
<i>Edelweiss II</i>	Paul Wagner	(C)	DNF
<i>Maya</i>	M.M. LePoole	(B)	DNF
<i>Nyon III</i>	Derek G. Simpson	(D)	DNF
<i>Juan de Fuca I.O.R.</i>			
<i>Gogama</i>	Geo. Wilkins		3
	Dave Everett	2 (5)	
<i>Bagheera</i>	A. & L. Copeland	5 (5)	7
<i>Sterling Shamrock</i>	J. & L. Brown	(6)	DNF
<i>Adversary</i>	T. & H. Maledy	(6)	DNF
<i>Clockwork Rocketship</i>	E.A. Liebert	(5)	DNF
<i>Pen Dragon</i>	D. & S. Grimson	(6)	DNF
<i>Juan de Fuca P.H.R.F.</i>			
<i>Gazelle II</i>	George Mason	2 (F)	13
<i>Hina</i>	Heinz J. Thiel	12 (E)	18
<i>Tarka</i>	Peter Grove	18 (E)	26
<i>Madhatter</i>	N. Severide	7 (F)	28
<i>Morag</i>	D. Jenkins	13 (F)	38
<i>Artemis II</i>	R. Boyd	25 (F)	65
<i>Afternoon Delight</i>	G.H. Threlfall	(F)	DNF
<i>Hi Octane</i>	Mike Falconer	(E)	DNF
<i>1980 Swiftsure Class I I.O.R.</i>			
<i>Kelea</i>	D. Delmotte	9 (4)	22
<i>Dream Machine</i>	Wink Vogel	3 (1)	28
<i>Prophecy</i>	J. Jarman	14 (3)	29
<i>Overdraft Too</i>	M. Heseldin		
	L. Russell	17 (3)	34
<i>Indomitable</i>	John Long	8 (1)	43
<i>Alberta Bound II</i>	Bob Nowack	8 (2)	48
<i>Boru</i>	Bill Grierson	21 (3)	51
<i>Discovery</i>	John Dunfield	19 (1)	69
<i>Naknek</i>	Richard Nelson	22 (1)	74
<i>Graybeard</i>	L. Killam	23 (1)	77
<i>Whitebird</i>	Alex Boome	(3)	DNS
<i>1980 Swiftsure Class II P.H.R.F.</i>			
<i>Namba</i>	A.J.B. Forsyth	3 (A)	13
<i>Abraxas II</i>	Peter Keate	5 (A)	17
<i>Countess III</i>	Peter Jefferson	13 (B)	18
<i>Faem</i>	Ronald Armstrong	17 (B)	22
<i>Choiseul</i>	Paul Daniels	8 (A)	29
<i>Bagheera</i>	Andy Copeland	25 (B)	34
<i>Milltown</i>	B. Cote		
	P. Cote Jr. & Sr.	12 (A)	39
<i>Nimbus</i>	David Seller	50 (B)	81
<i>'Ksan</i>	Bonar Davis	(A)	DNF
<i>Mahri II</i>	Ron MacKenzie	(B)	DNF
<i>Jeunesse II</i>	P. Cote	(A)	DNS
<i>Hotspur</i>	John Clayton	(B)	DNS
<i>Swiftsure Class III P.H.R.F.</i>			
<i>Orca</i>	Dr. F. Thompson	8 (C)	12

	<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
	<i>Edelweiss II</i>	P. Wagner	12 (C)	16
	<i>Morag</i>	Dick Jenkins	8 (D)	28
	<i>Callaloo</i>	John Catley	16 (D)	45
	<i>Magnum</i>	Bob Axford	(C)	DNS
	<i>Maya</i>	M. LePoole	(C)	DNS
	<i>Juan de Fuca Class IV I.O.R.</i>			
	<i>Sitka</i>	H. & T. Maledy	4 (5)	7
	<i>Clockwork Rocketship</i>	E.A. Liebert	10 (5)	14
	<i>Coho</i>	Grant Brandlmayr	13 (5)	17
	<i>Spanish Flyer</i>	Gord Henderson	6 (6)	25
	<i>Hortense</i>	Dennis Maxwell	10 (6)	31
	<i>Pen Dragon</i>	Daryl Grimson	11 (6)	32
	<i>Juan de Fuca Class V P.H.R.F.</i>			
	<i>Tarka</i>	P. & A. Grove	2 (E)	2
	<i>Nijinsky</i>	David Hendry	14 (E)	14
	<i>Sam I Am</i>	Frank Parsons	(E)	DNF
	<i>Juan de Fuca Class VI P.H.R.F.</i>			
	<i>Gazelle II</i>	George Mason	3 (F)	4
	<i>First Edition</i>	L. & E. McGruer	19 (F)	22
	<i>Dream Weaver</i>	D. Patterson	44 (F)	69
1981	<i>Swiftsure Class I I.O.R.</i>			
	<i>Indomitable</i>	John & Fred Long	3 (1)	11
	<i>Dream Machine</i>	Wink Vogel	(1)	DNF
	<i>Avanti III</i>	Ron Armstrong	(2)	DNF
	<i>Vantage</i>	Case C. Vane	(3)	DNF
	<i>Whitebird</i>	Alex Boome	(3)	DNF
	<i>Kelea</i>	Daryl Delmotte	(4)	DNF
	<i>Flattery</i>	Dal Brynelsen	(2)	DNF
	<i>Prophecy</i>	John Jarman	(3)	DNF
	<i>Mukluks</i>	P.W. Jmaeff	(3)	DNF
1981	<i>Swiftsure Class II P.H.R.F.</i>			
	<i>Big Bird</i>	Allan Laird	3 (A)	3
	<i>Countess III</i>	Peter Jefferson	2 (B)	8
	<i>Mahri II</i>	Ron MacKenzie	8 (B)	19
	<i>'Ksan</i>	Bonar Davis	12 (A)	23
	<i>Windshadow</i>	Dr. T. Meakin	(A)	DNF
	<i>Sanfire</i>	E.A. Liebert	(A)	DNF
	<i>Perfect Recipe</i>	Rod Maddison	(A)	DNF
	<i>Choiseul</i>	Paul Daniels	(A)	DNF
	<i>Namba</i>	A.J.B. Forsyth	(A)	DNF
	<i>Boru</i>	Bill Grierson	(B)	DNF
	<i>High Roller II</i>	Lyle Kerr	(B)	DNF
	<i>Lady Meg</i>	Dr. Jack Balmer	(A)	DNF
	<i>Danish Pastry</i>	Hellmut Pedersen	(A)	DNF
	<i>Arete</i>	R. Manson	(B)	DNF
	<i>Incantation</i>	David Ratner	(A)	DNS
	<i>Swiftsure Class III P.H.R.F.</i>			
	<i>Maria XI</i>	Hugh Billings	1 (C)	1
	<i>Edelweiss II</i>	P. Wagner	3 (D)	15
	<i>Nimbus</i>	David Seller	10 (C)	19
	<i>Maya</i>	Marc LePoole	(C)	DNF
	<i>Rampant</i>	Kenneth Rorison	(C)	DNF
	<i>Callaloo</i>	John Catley	(E)	DNF
	<i>Magnum</i>	Bob Axford	(D)	DNF
	<i>Scampi</i>	Ted Waterman	(E)	DNS
	<i>Juan de Fuca Class IV I.O.R.</i>			
	<i>Orca</i>	Dr. F. Thompson	3 (5)	5
	<i>Clockwork Rocketship</i>	Holly Maledy	(5)	D.S.Q.
	<i>Juan de Fuca Class V P.H.R.F.</i>			
	<i>Morag</i>	Dick Jenkins	21 (G)	48
	<i>Nebo</i>	D. & L. McLean	(F)	DNF
	<i>Sam I Am</i>	Frank Parsons		
		T. Murrie	(F)	DNF

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Tarka</i>	P. & A. Grove	(F)	DNF
<i>Gazelle II</i>	G. Mason	(G)	DNF
<i>Contagious</i>	H. Gordon	(F)	DNF
<i>First Edition</i>	L. & E. McGruer	(G)	DNS
<i>Artemis</i>	Dr. R. Boyd	(G)	DNS
<i>Juan de Fuca Class VI P.H.R.F.</i>			
<i>Thistle</i>	Brian Wood	2 (1)	2
1982 <i>Swiftsure Class I I.O.R.</i>			
<i>Pachena</i>	John Newton	1 (1)	1
<i>Arluk II</i>	Hugh Atkins	1 (3)	6
<i>Kelea</i>	Daryl Delmotte	7 (4)	15
<i>Vantage</i>	Case C. Vanee	2 (3)	16
<i>Whitebird</i>	Alex Boome	3 (3)	17
<i>Countess III</i>	Peter Jefferson	5 (2)	38
<i>Danish Pastry</i>	Hellmut Pedersen	6 (2)	39
<i>Boru</i>	Bill Grierson	17 (3)	41
<i>Flattery</i>	Dal Brynelsen	11 (2)	50
<i>Dream Machine</i>	Wink Vogel	14 (2)	56
<i>Indomitable</i>	John & Fred Long	13 (1)	58
<i>Incantation</i>	David Ratner	20 (1)	68
<i>Discovery</i>	Paul Conroy	22 (1)	71
<i>Royal Rose</i>	Terry Grimwood	(1)	DSQ
1982 <i>Swiftsure Class II P.H.R.F.</i>			
<i>Arete</i>	R. Manson	6 (B)	6
<i>'Ksan</i>	Bonar Davis	1 (A)	12
<i>Big Bird</i>	Allan Laird	2 (A)	14
<i>Choiseul</i>	Paul Daniels	17 (A)	45
<i>Avanti III</i>	Ron Armstrong	23 (A)	54
<i>Sanfire</i>	E.A. Liebert	25 (A)	62
<i>Impulse</i>	R. Farran		
	V. Kahle	26 (A)	63
<i>Perfect Recipe</i>	Rod Maddison	30 (A)	67
<i>Radiant</i>	John A. Graham	43 (A)	82
<i>Carronade</i>	Duncan McPherson	50 (A)	91
<i>Windshadow</i>	Dr. T. Meakin	51 (A)	92
<i>Balderdash</i>	Paul T. Cote Jr.	(A)	DNF
<i>Swiftsure Class III P.H.R.F.</i>			
<i>Scampi</i>	Ted Waterman	3 (E)	3
<i>Edelweiss II</i>	P. Wagner	3 (D)	7
<i>Rampant</i>	Kenneth Rorison	10 (C)	19
<i>Magnum</i>	Bob Axford	19 (C)	35
<i>Nimbus</i>	David Sellar	(C)	DNS
<i>Maya</i>	Marc LePoole	(C)	DNS
<i>Juan de Fuca Class IV I.O.R.</i>			
<i>Orca</i>	Dr. F. Thompson	10 (5)	18
<i>Juan de Fuca Class V P.H.R.F.</i>			
<i>Fred Again</i>	Bill Cote	1 (G)	10
<i>Gazelle II</i>	G. Mason	5 (G)	18
<i>Nebo</i>	D. & L. McLean	16 (F)	24
<i>Overeasy</i>	David Chapman	12 (G)	33
<i>Tarka</i>	Peter Grove	34 (F)	58
<i>Morag</i>	Dick Jenkins	26 (G)	65
<i>Whiffin Spit</i>	Lyle Kerr	(F)	DNF
<i>Sam I Am</i>	F. Parsons & T. Murrie	(G)	DSQ
<i>Juan de Fuca Class VI P.H.R.F.</i>			
No contest * * *			
1983 <i>Swiftsure Class I I.O.R.</i>			
<i>Arluk II</i>	Hugh Atkins	4 (3)	6
<i>Flattery</i>	Dal Brynelsen	6 (2)	17
<i>Countess III</i>	Peter Jefferson	7 (2)	18
<i>Calliope</i>	Lloyd Walker	8 (2)	19

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Vantage</i>	Case C. Vanee	8 (3)	27
<i>Wildfire</i>	Ron MacKenzie	13 (2)	36
<i>Dream Machine</i>	Wink Vogel	20 (2)	48
<i>Prophecy</i>	John Jarman	11 (3)	52
<i>Incantation</i>	David Ratner	15 (1)	59
<i>Swiftsure Class II P.H.R.F.</i>			
<i>'Ksan</i>	Bonar Davis	1 (A)	2
<i>Big Bird</i>	Allan Laird	2 (A)	3
<i>Radiant</i>	John A. Graham	12 (A)	20
<i>Sanfire</i>	E.A. Liebert	14 (A)	24
<i>Choiseul</i>	Paul Daniels	13 (B)	34
<i>Avanti</i>	R. Armstrong		
	D. Lawson	22 (A)	35
<i>Miranda</i>	Brian Mackie	15 (B)	42
<i>Windshadow</i>	Dr. T. Meakin	32 (A)	49
<i>Balderdash</i>	Mike Kidd	44 (A)	74
<i>Hotspur</i>	J. Clayton	35 (B)	86
<i>Nimbus</i>	David Seller	36 (B)	87
<i>Boru II</i>	Donald Byrne	56 (A)	93
<i>Impulse</i>	R. Farran		
	V. Kahle	57 (A)	95
<i>Royal Rose</i>	Terry Grimwood	(A)	DNF
<i>Tranquility</i>	Dr. Alan Shearer	(B)	DNS
<i>Swiftsure Class III P.H.R.F.</i>			
<i>Magnum</i>	Bob Axford	5 (D)	9
<i>Callaloo</i>	John Catley	5 (E)	32
<i>Lollipop</i>	Bill Vogel	6 (E)	34
<i>Edelweiss II</i>	P. Wagner	(D)	DNS
<i>Juan de Fuca Class IV I.O.R.</i>			
<i>Orca</i>	Dr. F. Thompson	15 (5)	21
<i>Juan de Fuca Class V P.H.R.F.</i>			
<i>Nebo</i>	D. & L. McLean	10 (F)	27
<i>Flash Point</i>	H. Gordon Wright	27 (F)	38
<i>Boru</i>	Bill Grierson	29 (F)	40
<i>Overeasy</i>	David Chapman	12 (G)	53
<i>Celerite</i>	Rick Hatch	42 (F)	56
<i>Rampant</i>	Kenneth Rorison	47 (F)	62
<i>Sam I Am</i>	F. Parsons		
	T. Murrie	22 (G)	70
<i>Gazelle II</i>	G. Mason	23 (G)	71
<i>Whiffin Spit</i>	Lyle Kerr	57 (F)	90
<i>Knockout</i>	Dr. W.J. Andrews	(F)	DNF
<i>Fred Again</i>	Bill Cote	(G)	DNS
<i>Juan de Fuca Class VI P.H.R.F.</i>			
<i>Thistle</i>	Brian Wood	3 (1)	5
<i>1984 Swiftsure Class I I.O.R.</i>			
<i>Charley</i>	R. Boyd		
	W. Niemi		
	D. Ratner	1 (1)	1
<i>Countess III</i>	Peter Jefferson	4 (2)	17
<i>Flattery</i>	Dal Brynelsen	5 (2)	20
<i>Arlukl II</i>	Hugh Atkins	1 (3)	21
<i>Calliope</i>	Lloyd Walker	6 (2)	26
<i>Naknek</i>	R. Nelson	19 (1)	27
<i>Jolly Olly IV</i>	Vern Ruskin	4 (3)	30
<i>Wildfire</i>	Ron MacKenzie	8 (2)	36
<i>Prophecy</i>	John Jarman	(3)	DNF
<i>Dream Machine</i>	Wink Vogel	(1)	DNF
<i>Swiftsure Class II P.H.R.F.</i>			
<i>Sanfire</i>	E.A. & S. Liebert	16 (A)	17
<i>'Ksan</i>	Bonar Davis	5 (B)	28
<i>Impulse</i>	R. Farran		

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
	V. Kahle	6 (B)	29
<i>Big Bird</i>	Allan Laird	(B)	DNF
<i>Carronade</i>	Duncan McPherson	(B)	DNF
<i>Choiseul</i>	Paul Daniels	(B)	DNF
<i>Windshadow</i>	Dr. T. Meakin	(A)	DNF
<i>Avanti III</i>	R. Armstrong		
	D. Lawson	(A)	DNF
<i>Motivation II</i>	Sven Halle	(B)	DNF
<i>Bagheera</i>	Andy Copeland	(A)	DNF
<i>Swiftsure Class III P.H.R.F.</i>			
<i>Hotspur</i>	J. Clayton	(C)	DNF
<i>Callaloo</i>	John Catley	(E)	DNF
<i>Edelweiss II</i>	P. Wagner	(D)	DNF
<i>Maya</i>	Marc Le Poole	(D)	DNF
<i>Nimbus</i>	David Seller	(C)	DNF
<i>Miranda II</i>	B.D. Thomson	(D)	DNF
<i>Lollipop</i>	Bill Vogel	(E)	DNF
<i>Juan de Fuca Class IV I.O.R.</i>			
<i>Fred Again</i>	Dr. G. Wilkins	1 (6)	1
<i>Lampoon</i>	Allan Lees		
	E.A. Liebert	5 (6)	12
<i>Juan de Fuca Class V P.H.R.F.</i>			
<i>Knockout</i>	Dr. W.J. Andrews	1 (F)	1
<i>Nebo</i>	D. & L. McLean	18 (F)	21
<i>Sam I Am</i>	F. Parsons		
	T. Murrie	15 (G)	49
<i>Overeasy</i>	David Chapman	21 (G)	60
<i>Oracle</i>	M.R.R. McGregor	24 (G)	70
<i>Magnum</i>	Bob Axford	(F)	DNS
<i>Juan de Fuca Class VI P.H.R.F.</i>			
<i>Gazelle II</i>	G. Mason	11 (H)	15
<i>Morag</i>	Dick Jenkins	15 (H)	20
<i>Carrera II</i>	Robert Harris	21 (H)	33
<i>Mumbles II</i>	T.W. Jenkins	13 (1)	36
<i>1985 Swiftsure Class I I.O.R.</i>			
<i>Tahiya</i>	David E. Coe	4 (3)	4
<i>Slick Silver</i>	Ken Kirkland		
	David Haddleton	5 (3)	5
<i>Jolly Olly IV</i>	Vern Ruskin	8 (3)	8
<i>Pachena III</i>	John Newton	1 (2)	13
<i>Resuscitation</i>	Dr. F. Thompson	2 (2)	14
<i>Kelea</i>	Daryl Delmotte	8 (2)	22
<i>Countess III</i>	Peter Jefferson	14 (2)	33
<i>Dream Machine</i>	Wink Vogel	7 (1)	34
<i>Incantation</i>	David Ratner	10 (1)	39
<i>Swiftsure Class II P.H.R.F.</i>			
<i>Cuckoo's Nest</i>	Jim Innes	2 (C)	6
<i>Whistling Swan</i>	P.C. Watson	6 (C)	10
<i>Radiant</i>	John A. Graham	8 (C)	13
<i>'Ksan</i>	Bonar A. Davis	2 (B)	23
<i>Motivation II</i>	Sven Halle	4 (B)	25
<i>Choiseul</i>	Paul Daniels	6 (B)	27
<i>Edelweiss II</i>	P. Wagner	9 (D)	35
<i>Wildfire</i>	Ron Mackenzie	11 (B)	36
<i>Sanfire</i>	E.A. Liebert	1 (A)	43
	Sue Liebert		
<i>Harwar</i>	Gord Henderson	8 (A)	58
<i>Maestro</i>	Tim Sehmer	DNF(B)	DNF
<i>Cape Flattery Class III I.O.R.</i>			
<i>Fred Again</i>	Dr. G. Wilkins	4 (5)	7
<i>Cape Flattery Class IV P.H.R.F.</i>			

<i>Yacht</i>	<i>Skipper</i>	<i>Position/Class</i>	<i>Overall Position</i>
<i>Windshadow</i>	Dr. T. Meakin	10 (E)	11
<i>Knockout</i>	Dr. W. J. Andrews	14 (E)	21
<i>Annie-P</i>	Ray Parsons	17 (F)	36
<i>Cape Flattery Class V P.H.R.F.</i>			
<i>Miranda II</i>	B.D. Thomson	20 (G)	32
<i>Magnum</i>	R.E. (Bob) Axford	18 (H)	43
<i>Rival</i>	Alan Ludbrook	31 (G)	51
<i>Callaloo</i>	John Catley	22 (H)	52
<i>Tranquility</i>	Dr. Alan Shearer	DNF(G)	DNF
<i>Juan de Fuca Class VI P.H.R.F.</i>			
<i>Oracle</i>	M.R.R. McGregor	2 (I)	8
<i>Nebo</i>	Liz McLean	8 (I)	20
	Don McLean		
<i>Sam I Am</i>	Frank Parsons	24 (J)	57
	Trevor Murrie		
<i>Sengelene</i>	W. Schwegler	26 (J)	68

Victoria-Maui

INTERNATIONAL YACHT RACE*

Vic-Maui has its own
annals and archives on line
at www.vicmaui.org

Historical Notes:

The island of Maui, and Lahaina in particular, featured in the historic events of the Pacific at the end of the eighteenth century when Captain George Vancouver R.N. was sent in 1791 from England to finalize the Nootka Sound incident with the Spanish government representatives in the area. During the four years he was on the Pacific Coast he surveyed and charted the coast from Puget Sound to Alaska. In 1793, 1794 and 1795 Vancouver established winter quarters for his crews at Lahaina on Maui, returning to the Pacific Northwest to continue his surveying on the coast and the search for the western outlet of the Northwest Passage.

The idea of a Victoria to Maui Yacht Race was originated by J.G. Innes of the Royal Vancouver Yacht Club. Following the first race in 1965, the Victoria-Maui Course was successful in meeting all of the objectives proposed for the race and as a result the Royal Vancouver Yacht Club and the Lahaina Yacht Club undertook to sponsor a race in every second year commencing in 1968.

Fourteen Canadian and American yachts competed in the 1968 race and by 1984 the number of yachts had increased to twenty five.

* pp 365-367 "Annals, 1903-1970".

See PDF pages 77 - 79 above

WINNERS: First to Finish — Elapsed Time

1968	<i>Porpoise III</i>	F. R. Killam
1970	<i>Graybeard</i>	L. H. Killam
1972	<i>Odusa</i>	E. Zahn
1974	<i>Joli</i>	W. Niemi
1976	<i>Ragtime</i>	Ragtime Northwest Syndicate
1978	<i>Merlin</i>	Merlin Northwest Syndicate
1980	<i>Triumph</i>	Edward B. Diethrich
1982	<i>Scotch Mist II</i>	Dan O'Brien
1984	<i>Charley</i>	Ron Boyd, William Niemi, David Ratner

for complete list of winners see individual trophy pp 199-403.

TROPHIES:

POSITION	NAME OF TROPHY	DONOR
Best start	Sea Q Trophy	R. L. Cliff
First to Finish - Elapsed Time	Lahaina Y.C. Trophy	Lahaina Y.C.
Division I	Governor John A. Burns Trophy	John A. Burns
Division II	City of Victoria Trophy	City of Victoria
Division III	Blue Gavel Trophy	Past Commodores of North American Yacht Clubs
Overall Corrected Time		
First	Royal Vancouver Yacht Club Trophy	R.V.Y.C.
Second	Royal Vancouver Yacht Club Trophy	R.V.Y.C.
Third	Royal Vancouver Yacht Club Trophy	R.V.Y.C.
	"Kla-How-Ya"	
Division I - Corrected Time		
First	Province of B.C. Trophy	Province of B.C.
Second	Maui Boat and Yacht Club Trophy	Maui Boat and Y.C.
Third	Canadian-American Resources Trophy	Canadian American Resources
Division II - Corrected Time		
First	Founders Trophy	Maui Chambers of Commerce
Second	Lahaina Yacht Club Imperial Trophy	L.Y.C.
Third	Eldred Curtis Memorial	John H. Long and A. J. B. Forsyth
Division III - Corrected Time		
First	County of Maui Trophy	County of Maui
Second	Lahaina Yacht Club Boomvangers Trophy	Lahaina Yacht Club Boomvangers
Third	Windward Trophy	L.Y.C. Greeters Committee
Navigator First to Finish		
Corrected Time	Gabrielle III Trophy	P. R. Sandwell
Navigators - Corrected Time		
First - Division I	The Captain George Vancouver R.N. Trophy	Canadian Yachting Association
First - Division II	Lahaina Restoration Foundation Trophy	Lahaina Restoration Foundation
First - Division III	Royal Vancouver Yacht Club Past Commodores' Trophy	R.V.Y.C. Past Commodores
Navigator Who Submitted The Nearest E.T.A. At Last Official Roll Call	Andreas Schueller Memorial Trophy	Mrs. Barbara Dunfield

First Canadian Boat To Finish CP Air - Jim Innes Trophy

Division I - Corrected Time

Sailing for R.V.Y.C.

First

R.V.Y.C. Chairman's Trophy

R.V.Y.C.

Division II - Corrected Time

R.V.Y.C. Committee Trophy

R.V.Y.C.

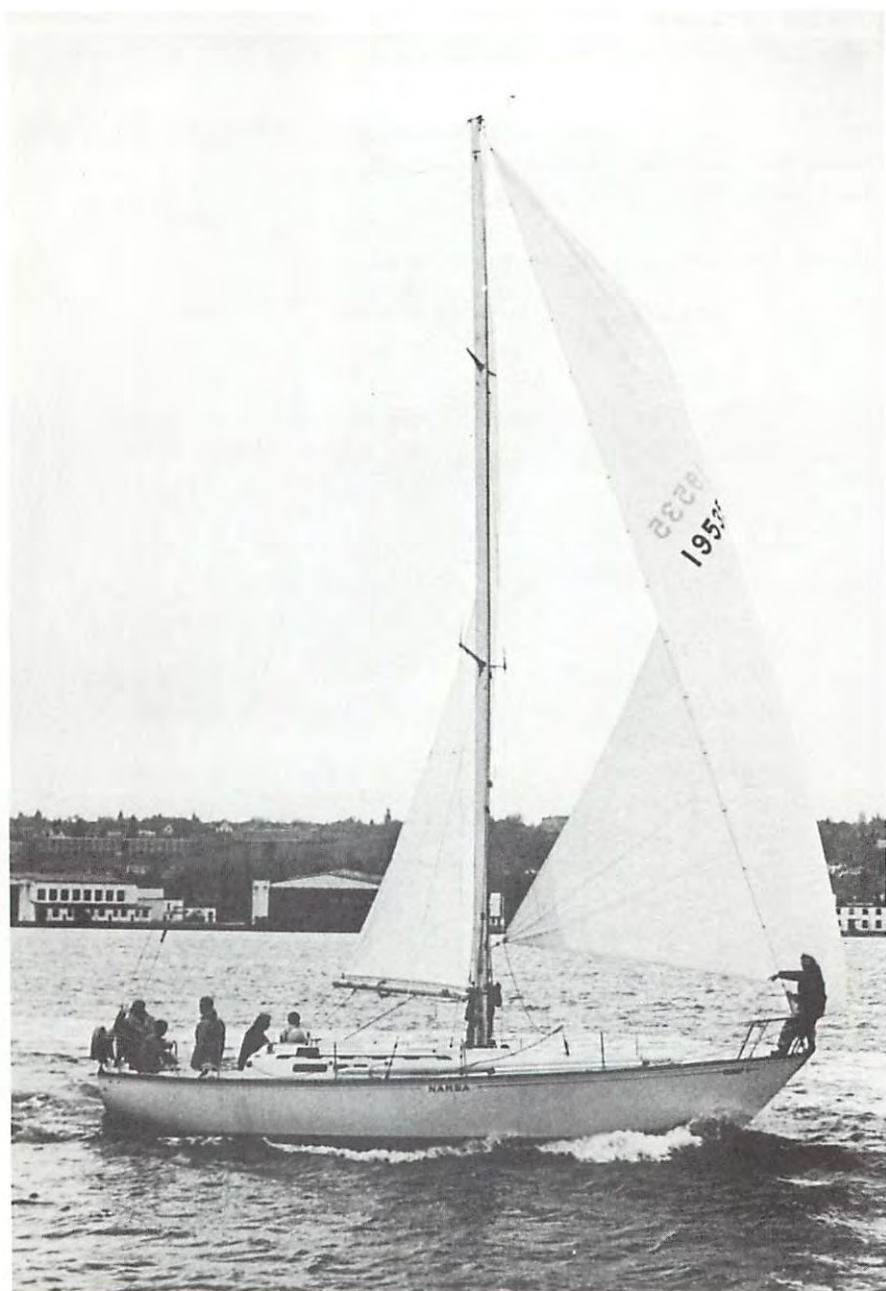
Last To Finish - Elapsed Time Turtle Trophy*

L.Y.C. Finish Line
Committee

**Recipient is then a member of the Loyal Order Of The Turtle*



Next Stop Lahaina



Alex Forsyth's "Namba"

Local Races

THE TEXADA-LASQUETI YACHT RACE

By J. Andrews, M.D.

Although the Club Annals record the victory of the *Elsa May* in a race around Texada Island in 1936, the inauguration of an annual R.V.Y.C. sponsored event for Racer/Cruisers occurred in 1980. Under the chairman, Larry Fournier, the Texada-Lasqueti Yacht Race was conceived to provide a major inshore distance challenge for crews and yachts in the Strait of Georgia, offering competition on courses for both larger and smaller Pacific Northwest Yachts.

On the evening of July 4th, 1980, 15 yachts set sail to complete the 135 km Texada course, while 9 yachts started in the 95 km Lasqueti event. *Moondance*, sailed by Peter Dennis of Royal Victoria Yacht Club took line honours on the Texada race while Stuart Rultia's *Mikado*, was first home on the Lasqueti course.

For the second anniversary, all but 5 yachts elected to take the longer Texada route, with Tony Liebert's *Sanfire* emerging victorious. Don Martin, aboard *Teesa*, arrived home first from Lasqueti.

In 1982, organization of the race passed to Dave Chapman. Entries had grown to 46 yachts, with both IOR and PHRF divisions in the Texada race. While once again Martin's *Teesa* topped a fleet of 11 yachts on the Lasqueti course, *Nitidus*, skippered by Jack Ross of the Comox Bay Sailing Club won line honours and PHRF victory in the Texada race. J. Timmerman, sailing *Sitka*, from the Tiddly Cove Yacht Club claimed overall IOR title. Heineken Breweries commenced their participation as a major supporter with donation of Trophies.

1983 saw *Sydeilsuma*, S. Bolford's Santa Cruz 50 top a fleet of PHRF entries to take class and line honours, while Peter Dennis, returning aboard *Circle Game*, won the IOR division.

John Jarman assumed responsibility for organizing the 5th annual Texada-Lasqueti race. For the first time, in addition to individual yachts competing, teams of three yachts racing in team competition was introduced. Gary Utgaard, from Corinthian Yacht Club won line honours and PHRF victory aboard *Windward*, while Peter Jefferson on *Countess III* captured

the IOR class title. Martin's *Teesa* returned for yet another Lasqueti course victory. The team of J. Andrews' *Knockout*, H. Gordon's *Flashpoint*, and D. Martin's *Teesa* successfully defended the Team Challenge Trophy for R.V.Y.C.

For 1985, a number of changes were made to improve the event. Attracting more cruising yachts by changing the race date to September, refining the Team Challenge to draw out the best of the Northwest Yacht Clubs, improved race progress reporting and increased shoreside activities will all contribute to ensure that R.V.Y.C.'s Texada-Lasqueti Yacht Race continues as a major yachting challenge.

TEXADA-LASQUETI YACHT RACE TROPHIES:

Akhurst Trophy	Billabong Trophy
Buscombe Trophy	Chaldecott Trophy
Genstar Trophy	Heineken Breweries Trophy- Lasqueti Course
Heineken Breweries Trophy-Texada Course	Joe Glass Memorial Trophy
Prophecy Trophy	S.G. Foley Trophy
Stanley Brook Trophy	Vice-Commodore's Cup
Windsong Trophy	

PACIFIC CHALLENGE SERIES

by John A. Yuill

Early in 1971 R.V.Y.C. Fleet Captain, the late Joe Glass, issued a match racing challenge to the Royal Canadian Yacht Club. The challenge was accepted and after an exchange of letters the basic terms of the competition were formulated. While there has always been a number of regattas available to the one-design sailors, no event had been held in the larger cruising classes for sailors in Eastern Canada against those on the Pacific Coast. The Pacific Challenge Trophy was presented by John Yuill in memory of his late father A. C. R. Yuill. The trophy is an argillite totem pole carved by renowned native artist Rufus Moody of Skidigate, Queen Charlotte Islands, B. C. The first match was held at R.V.Y.C. in late October 1971 and was won by R.V.Y.C.'s crew skippered by Don Martin sailed in Spencer 31's.

The return match was held at the Royal Canadian Yacht Club in Toronto in late September 1973 and was won by the R.V.Y.C. team again skippered by Don Martin and sailed in C.C. 30's. In hosting the initial event, R.V.Y.C. established a high standard for regatta management and our hospitality was greatly appreciated by the visiting yachtsmen from Toronto. The enthusiasm and warm hospitality afforded the R.V.Y.C. sailors on our eastern visit by

the membership of R.C.Y.C. was truly awesome and set an even higher standard for R.V.Y.C. to shoot for in future events.

The 1977 event was again hosted by R.V.Y.C. and again won by Don Martin crew sailing C.C. 35's against an excellent R.C.Y.C. team. R.V.Y.C.'s sailing committee believed that until R.C.Y.C. won a Pacific Challenge series or withdrew, other yacht clubs should not be invited to participate.

Since the inception of the regatta in 1971 it had always been our goal to open up the competition to clubs from all areas of Canada thus making it truly a national sailing event.

The 1979 event should have been hosted by R.C.Y.C. in Toronto but due to their heavy commitment to the Canada's Cup races (the premier event on Lake Ontario) the Etchells 22 World's, upcoming Olympic class trials and outside events like S.O.R.C. and preparation for the Admirals Cup the R.C.Y.C. membership, facilities and talent was going to be spread quite thin. Release from the obligation was requested and granted. The discouragement of three straight losses to the R.V.Y.C. team may have very well entered in to their considerations as well.

In the meantime an inquiry had been received from Northern Yacht Club of Lake of the Woods near Winnipeg and they, along with the Royal Hamilton Yacht Club and the Royal Newfoundland Y.C., were invited to participate in a round robin series of match races hosted by R.V.Y.C. in October 1979. Once again the R.V.Y.C. crew skippered by Don Martin successfully defended the challenge sailed in C.C. 35's. This regatta established a new expanded format later modified to allow for even more competition in the subsequent event held in 1981. R.V.Y.C. was established as being the permanent host for future regattas. Our own club elimination series to determine the defending crew has always provided some of the most exciting yacht racing seen in English Bay often outshining the actual Challenge series. The 1979 elimination races saw the emergence of the first all women crew and they distinguished themselves in competition very well.

In 1981 R.V.Y.C. accepted challenges from Northern Y.C., Royal Canadian Y.C., Royal St. Lawrence Y.C. and Royal Victoria Y.C.

The double round robin series was raced in four equalized Martin 32's and was won again by Don Martin's R.V.Y.C. team.

The next Pacific Challenge Series regatta is scheduled for 1986, Vancouver's Centennial year and Expo 86, under the very capable direction of Challenge chairman John Culter. After 1986 it is hoped the R.V.Y.C. will host the series every two to three years.

As one of the authors of the original challenge and donor of the trophy I have had a tremendous amount of pleasure from my involvement down through the years and have met many fine sailors from other parts of Canada.

The membership of R.V.Y.C. can be very proud of the first rate calibre of this event now well established due to the very diligent efforts of many members and their generous donations of boats, equipment and time.

Frostbiting **by Bill Killam**

*When the snow starts to fall, ice commences to form and cold winter winds begin to blow, Frost-bite racing enthusiasts come to life, and start thinking about such things as 'room at the mark', "starboard tack right-of-way", and other problems usually associated with fair weather racing. To complete the cycle of year-round racing, the Frost-biters become active at the time their "mother ships" go into hibernation. For fun, thrills and keen racing, winter dinghy sailing is hard to beat, and the "off" season comes to tingling life.

The above introduction to Frostbiting was written in 1950 by Bob Day, who with "Bunny" Whitcroft, "Ace" Lindsay and a few others revived the sport locally about that time. Their enthusiasm quickly spread to our good friends at Victoria following the occasion of a "live" dinghy being lugged bodily into the Commodore's New Year's Day reception at Royal Victoria Yacht Club by certain visitors from the mainland.

Homemade plywood "Sabots" were the first boats to be used. Great enthusiasm in the early stages was dampened as it was discovered that any eight foot dinghy in 30° F. temperatures and a mixture of rain and snow with a 2 foot chop from a 15 knot S.E. wind was very uncomfortable for a 200 lb. man. Hamish Davidson "saved the day" by applying his technology gained from developing laminated skis and Mosquito Bomber parts by producing a 9 ft. dinghy complete with centreboard, rudder, mast and sail. The little boat was designed to double as a yacht tender and thus provide an excuse for its purchase as a frost bite dinghy. The discomfort of sailing in heavy weather conditions was thus reduced to an acceptable level. The result was a mushrooming popularity of the sport at Royal Victoria Yacht Club and West Vancouver Yacht Club as well as R.V.Y.C.

Organized racing took place at our Coal Harbour Station on Sundays throughout the winter months and with special week end regattas at Tugboat Island, Howe Sound, West Vancouver and Victoria.

In order to test the endurance of the sailors a series of races was held every New Year's Day morning either at Coal Harbour or Jericho and every Boxing day at West Vancouver Y.C. A "Frostbite Sailor" who failed to turn up for either of these events was given a rough time by his mates.



A "wind up" regatta was held each year in March with the Royal Victoria Yacht Club as host in Cadboro Bay. The winning Club was determined by team races and the top sailor by a series of individual races over two days. Often a special theme was used by the visitors to add color. On one occasion they arrived and sailed as tramps, remaining in their costumes for a formal dance put on by R. Vic. Y.C., at which ungentlemanly conduct was claimed by our hosts. As a result, the following year the theme was "gentlemen" and the visitors arrived and sailed in tails complete with top hats. On another occasion the visitors all sailed in red flannel nightshirts. Ace Lindsay and Bunny Whitcroft were responsible for much of this nonsense. Cadboro Bay inhabitants will never forget the time the R.V.Y.C. contingent arrived on one of Ace's tugs with a 100 watt PA system blaring out the calypso song "Mary Ann", non stop, day and night from the time of arrival until departure. The pastor of the Cadboro Bay Anglican Church apologized to his congregation that he could not compete with "Mary Ann". The following year the "gang" was met on arrival by the R.C.M.P. and an agreement was reached to the effect that "Mary Ann" would not be played during church on Sunday morning. One year we arrived in Indian war paint and went ashore in an Indian war canoe to the strains of "The Indian Love Call". Victoria got even by "stealing" the canoe causing great consternation for Bob Day and Doug Maitland who were supposed to be delivering the canoe to the Victoria archives.

After the construction of the Jericho breakwater and the move of our

ships to the Jericho marina, it was rational that the frostbiting should also move. Here the sea conditions were not too satisfactory for small boats and this plus the fact that our large boats were now made of materials allowing sailing all winter resulted in a diminished enthusiasm for frostbiting. Finally winter yacht racing replaced dinghy racing and the last regatta was held in Victoria in 1973. It was fitting at this time that Hamish Davidson was race committee chairman.

For the out of town regattas transportation of the dinghys was provided by a number of faithful power boats such as Ace Lindsay's tug, Bob Day's Malecite, Lol Killam's Wyrill, Bob Gibson's Gibson Gal, Gordon Gibson's Norsal, Hamish Davidson's Kitamike, Bob Orr's Owaissa, Bill Killam's Porpoise and many others.

Special recognition must go to Ernie Earle and Norm Park for their unstinted service to Frostbiters by acting as start and finish judges for many years at Coal Harbor and elsewhere.

*Reprinted from "Annals of R.V.Y.C. - 1970 PP 181.

PREDICTED LOG CONTESTS

by Tom J. Trapp

Power boat contests have a long history on the West Coast and in the Royal Vancouver Yacht Club.

Over the years, power boat competition has developed to a degree of sophistication not thought of in the early days of the Royal Vancouver Yacht Club. Equipment, charts, piloting information and the ships have all changed. The first yachts were powered by steam but were quickly followed by smaller vessels powered by internal combustion engines. The Club Annals report that international power boat races were very popular in the years 1907 to 1914 and many R.V.Y.C. yachtsmen were also affiliated with the Pacific International Power Boat Association. Dr. R. G. Large, of Prince Rupert, reports the Pacific Motor Boat Association sponsored a race in 1910 between Seattle and Ketchikan on August 17th. Three Vancouver power boats were entered in the third annual long distance cruising race between Tacoma and Victoria. One of the entries was the "Konomic", a 58 footer built by the Easthope Brothers specifically for Puget Sound and Alaska long distance races. A measurement handicap was applied to determine the winner.

In 1922 there was a Pacific Motor Boat Race from Vancouver to Seattle. In 1924 W. P. DeWees presented a trophy which is still in active competition today. During the 1920's races were run under "Rudder Club" rules where the skipper predicted the time his boat would take to cover the distance at a fixed number of engine revolutions. In July, 1932 the Seattle Press

reported "Saronia, a trim little power boat of the Royal Vancouver Yacht Club skippered by Jack Halse, finished four minutes off perfect time to win the Friday Harbor to Seattle Power Boat Race and Pacific Motorboat Trophy".

To reach its present state, the sport of predicted log racing has gone through a steady process of development since World War II. The contests are governed by published standard rules plus special rules for individual events. The skippers develop their skills in Piloting, Navigation and Seamanship by their full participation. In its simplest form a contest requires a skipper to navigate his vessel from point 'A' to point 'B'. He reports on a predicted log, the hours, minutes and seconds it will take to do that with fixed R.P.M.'s but without benefit of any time keeping device. After turning in his predicted log, the skipper then goes out on the water and navigates his cruiser from point 'A' to point 'B' and turns in an actual log confirmed by an observer appointed by the Race Committee to the contestant's vessel. Very seldom do the predicted and actual logs agree so that there is usually a difference and this difference or error is the basis of selecting the winner. The skipper with the least error wins.

As the North American Cruiser Association promotes cruiser navigation contests across North America the International Power Boat Association Inc. has been promoting this activity for many years from Washington State through British Columbia and into Alaska. However, this regional association must conform to the N.A.C.A. requirements for N.A.C.A. scoring and sanctioning in order that the contestants may be scored for N.A.C.A. points. The International Power Boat Association in turn is divided into three arbitrary sections, namely South Puget Sound for Tacoma and South, North Puget Sound for North of Tacoma to British Columbia and Gulf of Georgia Power Boat Navigators Association of B. C. for British Columbia. The purpose of the International Power Boat Association is set out in its By-Laws "to promote safe piloting of pleasure vessels" by sanctioning predicted log races to improve the Piloting and Seamanship Abilities of the contestants.

Contests sponsored by I.P.B.A. are

- 1: The International Cruiser Contest with trophies for Overall Boat, for a Boat in each of 5 classes (trays) (depending on speed), for Top Novice, for Top Canadian Boat (Dr. Bob McKechnie Trophy), for Top R.V.Y.C. Boat (Tom Ayres Trophy) and for Top Boat of Top 5 Boats qualifying in each of the three I.P.B.A. sections (Commodore's Painting).
- 2: The International Century 21 Team Contest. A Canadian Team of six boats competes with a U. S. Team of six boats where the scores

of the top four boats in each team determine the winner of the "Seattle Century 21 Worlds Fair Trophy".

- 3: The Alaska 1000 Navigation Contest which is run in even numbered years. The first race, in 1928 and called "Capital to Capital", was from Olympia, WA. to Juneau, AK. Now the race is from various points in Puget Sound or the Gulf Islands to Juneau.

Seven trophies are involved and are awarded as follows:

A: Juneau Section (Overall). Capital to Capital

1st. Baranof

2nd. Patton

3rd. Olympia

B: Prince Rupert Section Starting point to Prince Rupert

1st. City of Prince Rupert

2nd. Prince Rupert Rowing and Yachting Club

3rd. Canadian Cold Storage

C: Prince Rupert to Juneau Section

1st. Juneau Yacht Club

A special "Iceberg Trophy" is awarded for the most noteworthy Faux Pas in the contest.

4. The Van Isle Ocean Race running counter clock wise around Vancouver Is. This event was last run about 1965. Two of the awards were the "Bull Harbour" and the "R.W.R. Day Van Isle Trophies".

The I.P.B.A. is supported by membership fees paid by the yachts clubs and entry fees paid by the contestants.

The British Columbia or Gulf of Georgia Section of I.P.B.A. was organized in January, 1960 by a group calling itself the "Gulf of Georgia Predicted Log Race Committee and ran the first G. of G. in the spring of that year. The committees stated objective was "to encourage competition in predicted log racing, where all conditions are encountered such as are common in the open waters of the Gulf of Georgia, in tidal currents and in darkness". Interclub contests in B. C. have been run by the "Committee" until 1983 when it was decided to sponsor the North American Invitational in 1984. In taking on this onerous responsibility the need to be formally organized was perceived and after considerable effort the "Gulf of Georgia Power Boat Navigators Association of B. C." came into being.

The contests sponsored by the G. of G. Section are the:

A: Fraser Power Squadron Race in February. (Fraser Power Squadron Trophy).

B: Boomerang Race in March. (Boomerang Trophy).

C: Spring Race in April. (Ken Mair Memorial Trophy).

D: Mid Season Race in May. (Vancouver Rowing Club Trophy).

E: Gulf of Georgia Race in June.

1st. (Samuel Patrick Cromie Trophy).

2nd. (Victoria and Vancouver Island Publicity Bureau Trophy).

3rd. (Vancouver Power Squadron Trophy).

4th. (Province of B. C. Trophy).

1st. Vancouver Island Boat (Canoe Cove Trophy).

1st. Novice (Nanaimo Power Squadron Trophy).

F: Fall Race in October. (Pilot's Trophy).

Team Race (Pakenham Trophy) for Top three boats from any one club in the Fall Race.

Gulf of Georgia Section also presents the:

1. Skipper Trophy. For the best performance by a skipper earning the most points in a racing year.
2. Al Baumeister Trophy. For the top novice skipper.
3. Porpoise Trophy. For the toughest tough luck incident in any G. of G. Race.
4. Order of the Bent Propellor Trophy. Presented by R.V.Y.C. for the R.V.Y.C. skipper with the most questionable performance of the year.

The Gulf of Georgia Power Boat Navigators Association of B. C. is supported by membership fees paid by the clubs and entry fees paid by the contestants. It should be noted that R.V.Y.C. has for a number of years awarded the Blue Peter Trophy for the best total performance by a team of two skippers, one power and one sail drawn by lot but running first in a sail race and then in a power contest with the best combined scores indicating the winning team. This is always a weekend event of fun and fellowship.

Trophy winners are listed under the appropriate trophy. See pp 199-403.

"Cresset"



"Gometra"

National Youth Championship

Fred Long

The National Youth Championship is a Canadian sailing event sponsored by the Canadian Yachting Association (C.Y.A.) to promote competitive sailing among Canada's youth. As of 1984 participation has been restricted to people 18 years of age and younger. (Prior to 1984 the age restriction was 19 years of age and younger.) Each Canadian province is allowed to send three representatives for each of the following dinghy classes:

Laser — one man boat.

420 —two man boat. (The 420's seem to be phasing out in lieu of the more popular Laser 2)

Board sailing — one man boat. (1984 was the first year the "Windsurfer" was added to the program.)

Each participating Province must have an elimination series if interest exceeds the three allowable representatives per class. This series usually takes place in the Spring over a specific time frame. This allows for equal opportunity for the people throughout the Province to sail off to determine the best three per class.

The actual National Youth Championship usually takes place at the end of June or beginning of July at a C.Y.A. sanctioned yacht club anywhere in Canada. The sponsor changes each year. R.V.Y.C. last hosted the National Youth Championship in 1979 and will host the event again during Expo 1986.

Sailboats - One Design

International Dragon Class

by Bob Burgess

The International Dragon is a classic and prestigious racing yacht with a rich and colourful history. Designed in 1928 by Norwegian Johann Anker, she is 29 feet long and carries a crew of three including the helmsman. With her wine glass underbody, trapezoid shaped keel and full rudder, the Dragon revels in heavy weather. The Dragon's light wind character is surprising. The hull is narrow and fine and very easily driven. Not the least of the Dragon's attributes is its appearance which is enhanced by finely balanced lines, delicate overhangs, modest topsides and stately rig. For sheer beauty and seaworthiness, Dragon Class Yachts are beloved by corinthian yachtsmen around the world.

By 1948 the long sleek Dragon had been selected as an Olympic Class, an honour which she maintained for 25 years.

In 1971, Bob Burgess, in Tjep, won the local series and finished second in the P.I.Y.A. This same year George Wilkins brought in Tatsu from California and in this Commodore Bob Gibson and Fleet Captain Joe Glass successfully defended the Commodore's Cup.

In 1972, Ray Casson brings in 'Scampi' from Montreal, Paul Pedersen buys 'Antigone', Bob Burgess sell 'Tjep' to Jim Merritt and in the fall, buys one of the last Borresen built wood Dragons, 'Mistral'. John Howard Gibson purchases 'Arrundel' (ex 'Baaz') and begins what is to be a beautiful restoration. Tec Jones and Lloyd Walker purchase 'Sundance', winner of the 1971 Gold Cup, and trailer east to Halifax in an unsuccessful attempt to win the Olympic eliminations. George Wilkins wins the coveted Duke of Edinburgh and Paul Pedersen wins the Stromboli Trophy for the season overall with Burgess winning the last two series in his new boat.

From 1973 to 1976, 'Mistral' dominates the fleet winning all the local series in addition to winning the P.I.Y.A. and Northwest Championships in 1973, the Duke of Edinburgh Trophy in 1974 and 1976 and placing second in the P.I.Y.A. in 1974, 1975 and 1976 and second in the North American Championships in 1973 and 1976. The 1976 Duke of Edinburgh Series and the North American Championships were both hosted by R.V.Y.C.



Bob Burgess's 'Mistral' Winning World Dragon Championship 1983

with 27 boats competing in each series including Dragons from Toronto, Cleveland, Rochester, Seattle and California. Alex Forsyth was Chairman of the International Jury for both these series.

In 1975, Bob trailered 'Mistral' east to Rochester, N.Y. for the Dragon World Championship with Dave Miller and Robert Butt crewing. The seven race series was characterized with either very light winds of very heavy winds (45 knots). The series developed into a two boat series against Bengt Palmquist and his two sons from Sweden, who at that time were winning most of the Major Dragon events in Europe. As reported from Mistral "The series stayed closed between us, finally we took the lead in the fifth race. In the seventh race, we had a good lead and the championship seemingly wrapped up, when a massive wind shift occurred, putting the middle of the fleet to the front and us to the back with no hope of recovery. We wound up a close second to Palmquist in the championships."

Robert Butt sailing with Martin Godsil of Seattle came second in the Martini Cup in Jamaica and George Wilkins in 'J.L. Seagull' (ex 'Tatsu') wins the North American in 1973 in Bellingham and Ken Rorison purchases the boat in 1974 to rename it 'The Lotus Eater'. Ken also trailered east to Rochester in 1975 for the World Championships and placed a very respectable 5th.

Fibreglass boats finally enter the Fleet, Paul Pedersen with 'Juana' and Heinz Thiel in 'Spirit' in 1976 and Jim Merritt with 'Spectre' in 1977. Bruce Van Nus joins the fleet with 'Prince Igor' (ex 'Tatsu'). Robert Butt, again sailing with Martin Godsil, placed 6th out of 37 boats in the European Championships in Bavaria.

In 1977, the local series were hotly contested, and although 'Mistral' won most series, Jim Merritt in 'Spectre' won the important series to take the season championship and the Stromboli Trophy. Heinz Thiel with Dr. Tec Jones crewing placed 34th in the World Championships at Lake Thun, Switzerland.

Dr. Tec Jones re-enters the fleet in 1978 with his new boat 'Pacemaker' and immediately shows his mettle by winning most of the series and the Stromboli Trophy in a close fight over 'Mistral'. Tec in 'Pacemaker' repeats again in 1979 and 1980, winning overall in both years against Paul Pedersen's 'Juana'. Trailing east to Picton, Ont. in 1979, Tec wins the Duke of Edinburgh and placed second in the North American Championships. Burgess, Having sold 'Mistral' to Jack Shepherd of 'Cam' fame, retires in 1979 to do some cruising.

Robert Butt, again sailing with Godsil, in 1979 competes in the Dragon Jubilee in Edinburgh, placing 10th out of 63 boats in the Edinburgh Cup and placed 15th out of 67 boats in the Gold Cup. Again sailing with Godsil in 1980, they win the Dutch Championships in Holland and place well in the European Championships in Travemunde. The 'Eclipse' syndicate of Robert Butt, Ralph Clasby and John Williams enter the fleet along with Guy Walters in 'Obsession'. Bruce Van Nus in 'Slingshot' places 2nd in the Duke of Edinburgh Series, and Burgess, trying his hand again, wins the Turkey Shoot Regatta in Seattle, sailing Herman Lax's 'Intrigue'.

In 1981, the Butt, Clasby, Williams syndicate purchase 'Vigilant' and sell 'Eclipse' to Dave Everett. Rick Hermes in 'Jumala', Ken Reid in 'Eagle' (ex 'Pacemaker'), Liza and Andy Copeland in 'Tantaliza' and 'Pimpernel' join the fleet. Tec Jones purchases 'Tatsu' and again wins the season overall. The Copelands and Ralph Clasby team up and enter the World Championships in Travemunde, Switzerland, placing well in a chartered boat. Burgess, feeling lonely, buys back 'Mistral' and re-enters the fleet in the fall.

With the announcement that the Dragon World Championships are to be held in Vancouver in 1983, the fleet goes all out. Fourteen local boats and four more from Seattle set up to contest 14 local series in 1982. No one boat dominates as in the past and the racing is close and intense. Bob Burgess in 'Mistral' and Andy Copeland in 'Pimpernel' tie for season overall with 'Mistral' getting the Stromboli Trophy in a tie breaker. Dave Everett in 'Eclipse' and Rick Hermes in 'Jumala' are very close behind.

1983 was an exciting year for the Vancouver Dragon Fleet. In March, the officers of R.V.Y.C. and the members of the Dragon Fleet were privileged to attend a reception at R.V.Y.C. with H.R.H. the Duke of Edinburgh who rededicated the Duke of Edinburgh Trophy to the Canadian International Dragon Council. Many had an opportunity to speak with H.R.H. which was an occasion to remember.

The stage is set for the sixteen elimination races to be held in the spring

of 1983 to qualify for the Worlds. Andy Copeland in 'Pimpernel' takes an early lead in the eliminations followed by Tec Jones in 'Jumala' and Bob Burgess in 'Mistral'.

Meanwhile, Alex Forsyth, who has been Chairman of the International Jury in all previous major Dragon regattas, has been working hard as Chairman of the Dragon World Championships. His committee of twenty-five, who have been working over 2½ years, will swell to over seventy during the Regatta. Du Maurier have agreed to sponsor the event, a first for R.V.Y.C. and the International Dragon Association. Their contribution and effort was very well received.

Entries were received from the United States, Australia, Hong Kong, England, Germany and the Netherlands, including reigning World Champion Marcus Glass of Germany and internationally renowned sailor, Jamie Wilmot from Australia. Reigning Canadian champion, Steve Albey of Ottawa, former Canadian and North American champions Burgess and Jones of Vancouver and O.E. Schupp and M. Godsil of the U.S. would also be competing.

The Regatta was held July 15th to 30th, 1983 with the Duke of Edinburgh Series preceding the World Championships. The series were sailed in light to moderate winds with 34 Dragons entered. Robert Melville of England took an early lead in the Duke of Edinburgh Series with firsts in races 1 and 2. However, Ross Stiffe of Australia finishing consistently with 4th to 6th place finishes won handily. Vidas Stukas of Victoria placed second, Horst Stroeh of Germany third, Melville of England fourth and Ken Frost from California, fifth.

In the seven race World Championships, Bob Burgess with Nigel Brown and Shane Koreman in 'Mistral' won the first race followed by Stukas of Victoria and Wilmot of Australia. Wilmot with a third in Race 2 took the lead, however, Burgess regained the series lead in Race 3 and with three firsts, a third, fifth and seventh held the lead and won the series. Ross Stiffe overtook fellow Australian Jamie Wilmot in the last race to come second, defending champion Marcus Glass of Germany came fourth and Tec Jones, sailing 'Jumala', came fifth including a first place in Race 3. Steve Albey of Ottawa came first in Race 2 giving the Canadian five of the seven firsts.

The Race Committee for the World Championships did a great job and the social events put on by R.V.Y.C. were fabulous.

The 1983 series were split between 'Jumala', 'Mistral', 'Pimpernel' and 'Vigilant' with 'Jumala' taking the season overall for the Stromboli Trophy.

In 1984, after the high of 1983, the Dragon Fleet with the addition of 'Intrigue', Dal Brynelsen and 'Black Magic', John Catley and Roger Ovens now had seventeen Dragons in the Club. Burgess in 'Mistral' took the Stromboli Trophy for season overall and won the Duke of Edinburgh series with Butt, Clasby, and Williams in 'Vigilant' second. The North American Cham-

pionship was won by Dave Miller in 'Mistral' with Tec Jones in 'Jumala' second with both these events hosted by R.V.Y.C.

The Labour Day Regatta was moved to Alexandra Island and proved to be an immense success. Andy Copeland in his new 'Pimpernel' (ex 'Spirit') won the Single Handed series while Ken Reid in 'Eagle' won the Howe Sound series.

Royal Vancouver Yacht Club was invited to participate in the Interport Regatta to be held in Hong Kong in November, 1984. The series consisted of team races sailed in Dragons between the Royal Hong Kong Yacht Club, the Royal Sidney Yacht Squadron and the Royal Manila Yacht Club. Four teams were selected and with a contingent of 38 people, including our own International Judge, Alex J. Forsyth, embarked to do battle. The four skip-pers for the Canadian team were John Williams, Tec Jones, Andy Copeland and Bob Burgess. After five races, with the series close, Bob Burgess, in first, followed by Andy Copeland, both with a good lead, proceeded to beat to the wrong mark. Hong Kong won handily, Royal Sidney was second and R.V.Y.C. last. The hospitality of the Royal Hong Kong Yacht Club was fantastic and the trip was fabulous but it sure was a long flight home for one crew.

1985 saw 'Mistral' again with the season championship in a close battle with 'Vigilant', the two boats splitting the series. Royal Vancouver Yacht Club hosted the West Coast Championships with 'Mistral' winning and 'Vigilant' second. The Labour Day Regatta was held again at Alexandra Island with Burgess in 'Mistral' taking both the Single Handed series and the Labour Day series. The Interport regatta was hosted by R.V.Y.C. with about 30 participants from Hong Kong. The Vancouver team won the first three races to take the Interport Trophy. Lynne Brown joined the fleet in 'Pimpernel' and Al Sturgess purchased 'Tatsu'. Ray Casson (Scampi) and Peter Tattersall (Arviragus) donated their boats to the Sea Scouts, Peter leaving for Saudi Arabia for three years.

The Sea-Van Series was held in Seattle. This event is a team race series and for the last 29 years has alternated between Seattle and Vancouver. Vancouver, after having won the event the previous four years, lost a close series to Seattle. The Series now stands at 15 wins for Vancouver and 14 wins for Seattle.

A gavel and case was presented to the Pacific Coast (Vancouver) Dragon Fleet in honour of D.E. (Del) Black (1929-1979) former owner of 'Cam', in memory of his good fellowship and contributions to the fleet. The case was inscribed with former Fleet Captains of the Dragon Fleet as follows:

1951-2	W.H.Day	1971	P. Tattersall
1953-4	J.P. Barltrop	1972	Dr. G.S. Wilkins
1955-6	J.P. Leslie	1973	R.F. Burgess

1957	J.P. Barltrop	1970	H.F. Field
1958-9	T. Hughes	1974	J.E. Howard- Gibbon
1960	R.J. Casson	1975	K. Rorison
1961-2	R.F. Burgess	1976-7	J.H. Merritt
1963	J.B. Shepherd	1978	R.A. Van Nus
1964	K.G. Clark	1979	Dr. T.V. Jones
1965	D.E. Skibbe	1980	H.F. Field
1966	R.W. Butt	1981	R.W. Clasby
1967	D.E. Black	1982-3	K.G. Reid
1968-9	R.F. Burgess	1984-5	G. Walters

From family-cruiser to elite one-design international competitor, the rise of the Dragon in popularity continues to-day with ever larger fleets contesting major international events such as the Duke of Edinburgh Trophy, the European Championship, the Gold Cup and the World Championship. Defiant like the mythical monster from which it takes its name, the Dragon Class had endured the blow of losing its Olympic status and is thriving.

The History of the Dragon Fleet is not built on a list of events and trophy winners but rather on the enthusiasm, fellowship and rivalry that this beautiful little boat had engendered all over the world. Although now outclassed and regarded as an antique design, the thrill of sailing this classic yacht has brought together dozens of Royal Vancouver members, provided them with highest calibre one-design racing and lifetime friendships throughout the world. Perhaps this is best illustrated by the dedication and devotion to this extremely regulated one-design that sees many members and crews still actively competing after 10-15-20-25 years. No passing fancy or new fangled design break through can slay this great Dragon of ours.

ROBERT F. BURGESS By Alex Forsyth

The 1983 Dragon World Championship was won by one of Royal Vancouver Yacht Club's more astute one design sailors, Mr. Bob Burgess.

You do not win a world championship without skill, dedication, consistency, a fine yacht and a young knowledgeable and enthusiastic crew. Bob had all these attributes plus the desire to win! In addition, he had the staunch backing of his wife, Joan, a very talented sailor in her own right.

Bob learned to sail in a Snipe in 1948, switched to a star 10 years later and the following year, 1959, bought the Tjep. In 1972 he bought the Dragon Mistral which he sold in 1979 to buy a cruising sailboat. However, it appears once a Dragon sailor, always a Dragon sailor and Mistral was repurchased in 1981. Bob has a long list of winnings to his credit which includes two Canadian National Championships in 1974 and 1976, a second in the 1975 World Dragon Championship and the prestigious World Dragon Championship in 1983.

Stars

by Bill West Mike Clements

There has been a Olympic hiatus as far as the Stars are concerned from 1964 until the present. R.V.Y.C. did not provide the sole Olympic crew representing Canada. The last being Dave Miller and Bill West in 1974. 1971 and 1972 saw a low point with only 2 or 3 boats at R.V.Y.C. A gradual increase rebuilt the fleet to a dozen boats in 1985. Paul Louie and crew Chuck Lawson brought attention back to Stars by placing well in international competition. They did well in the 1977 World Championships at Kiel, Germany, and followed this up two years later by winning the most prestigious regatta in Europe, Kiel Week 1979.

Past Commodore Bob Brodie purchased a new Buchan type Star in 1979 from Marty Godsil. Bob did well immediately and established a programme to attend national and international events such as the Bacardi Cup in Miami, Florida, which is a warm up for the Spring Championship in New Orleans. Every year since then our club has had a representative at both, and for our young members this has been made possible by the good use of our Corinthian Fund dollars. Bob Brodie's participation in local racing played a key role in encouraging others to join our Star fleet. John Polglase started in 1982, and this led to Mike Clements and Ross MacDonald becoming involved. These three with their crews are now the main competitors to be the sole Star representative on the Canadian Olympic sailing Team in Korea in 1988, just as Dave Miller and Bill West were in 1964 and Bill Burgess and Bill West in 1960. Mike Clements became the Canadian Champion in 1984 and Second in 1985 behind the reigning Olympic Star Gold Medalist Bill Buchan Jr. — who did such a good job in enthusing the 299 participants at the Commodores' Cup Junior Race Week held at R.V.Y.C.

Ross MacDonald won the Calvin Paige Regatta, the annual fall Star Championship at the St. Francis Yacht Club. There have been other top R.V.Y.C. Star sailors pushing our youngsters to the Olympics, such as Norm Allyn with his significant win at the 1984 District Championships at Seattle. Norm was the first Canadian to win, since 1958, the right to carry a Blue star on his sail. George Mason was the previous Canadian to have this honour which Mike Clements achieved in 1985 — the best Star sailor in the Pacific North West.

Four R.V.Y.C. Star sailors participated in the August 1985 North American Championships hosted by San Diego Yacht Club: Mike Clements, John Polglase, Bill West and Ross MacDonald did well amongst such immortals as Dennis Connor (helmsman of the 1983 U.S. Defender of the America's Cup).

The future bodes well for R.V.Y.C.'s success during the Star Class's



Bob Brodie's "Fancy"

75th Anniversary (started 1911) in 1986, and hopefully, to be followed by a gold medal at the Korean Olympics. Under Commodore Oswald great emphasis was placed on Junior Development. Hopefully the new junior racing team will propel the R.V.Y.C. Star fleet into the orbit of the 21st Century.

THE SOLING YEARS

by Dr. Jack Balmer

It was a bleak January day in Halifax 1968 when I first sailed in a Soling. We had an afternoon free during the Canadian Yachting Association (C.Y.A.) Annual Meeting, and a local Dragon sailor, Dr. Bernie Skinner, was so enthusiastic about a new design that he had arranged to have a boat there. When the afternoon ended, I had caught this enthusiasm and decided the Soling would be the perfect boat for English Bay. It was fast on all points of sail, a true one-design, a nice size for racing or day-sailing, all fibre glass so nearly maintenance-free, inexpensive, and had just been named an International Yacht Racing Union international class.

It's specifications were 26'9" overall on a 20' waterline and 6'3" beam, drawing 4'3". With a 1276# keel and 2233# displacement, it's ballast ratio was 57%. Packing 233 square feet of working sail and a 355 foot spinnaker, it was a very nimble little yacht. I fell in love with it immediately.

That summer a Canadian Soling Association was formed with Bernie Skinner as President, Roger Wilson in Toronto secretary, and myself heading the yet-to-be-formed Pacific Fleet. It took a little convincing to talk some friends into putting four thousand each into boats sight unseen, but amazingly enough, some did. Tec Jones got hull KC32, which he would call *Solong*, mine was KC33 *Lady Meg*, Bill Burgess, Alex Harrison and John Newton ordered #34 *Chicanery*, and Dave Miller's was #35, initially called *Solo*.

As we impatiently waited over the winter months for the first truck-load of boats to arrive, our fledgling Fleet expanded with Fred Brodie ordering *KC45*, *Alegrias*, and John Purdy, John Yuill, and Adrian Thomson going for #51, to be named *Andiamo*. The next task was designing and having trailers built — no easy job using only the hull plans. But we succeeded, not only did the trailers fit the boats, but the whole rig was quite good on the road.

It again was a snowy January day when the boats finally arrived (the three-boat rig was late, having broken down on Burrard street during rush hour), but our fleet was at last going. During the first summer of 1969 as we were learning to sail this new boat we were beginning to realize that although it was easy to sail, it was very tricky to adjust for maximum racing speed. By the spring of 1970 the fleet had enlarged to 9 with Bill Dickson getting *KC57*, *Chance*, Bob Brodie with *Rainbow* KC63, and Esben Poulsson with *KC 68 Agnete*. John Ekels and Paul Cote Jr. had bought into Dave Miller's boat and formed his crew.

Dave had by now decided to try for the '72 Olympics and had spent part of the first summer travelling to various regattas. I too had trailered *Lady Meg* back east to Milwaukee for the first Soling North Americans, and along with Dave and his boat, had entered the C.O.R.K. regatta in Kingston. *Solo* placed third, we were about mid-fleet, but it was a good learning ex-



Bob Brodie's "Terrestrial New World Cuckoo Two"

perience. We came back full of ideas and techniques to pass on to our local fleet.

In 1970, I sold KC33 to Seattle, where a good Soling fleet was going, and had ordered KC70, also to be called *Lady Meg*. During that year our fleet expanded to twelve with Ron Maitland's KC71 *Solan*, Lloyd Walker's new Elvstrom-built KC77 *Sine*, and Carl Van Winckel's KC81, *Fairwinds*. Dave Miller renamed his boat *Highlife*, but within a few weeks his partners Cote and Ekels had outvoted him and called the boat "*Terrestrial New World Cuckoo*".

Dave and his crew began their Olympic campaign in earnest by heading off in late '70 for most of the important North American regattas, thus giving the rest of us a better chance in local races. The Miller-Cote-Ekels team had placed third that summer at the C.O.R.K. regatta, trailing only the winner Buddy Melges, and second-place Hans Fogh, who was skippering my new *Lady Meg* (with me hiking over the side as crew watching how an expert sailed!). In early 1971 Dave Miller won the S.P.O.R.T. regatta in St. Petersburg, Florida, and later also took the gold medal position at the Olympic Training Regatta in Marina Del Rey, California, beating such notables as Lowell North and Warwick Tompkins.

In these events they were using the original T.N.W.C.KC35. But by now the latest technology and rig modifications were making the older boats slightly obsolete for world-class racing. Bob Brodie came to the rescue by very generously offering to sponsor the construction of a new boat to Dave's specifications, which the Miller team could use for the trials, and with luck, the Olympics. With John Ekels watching over construction, the new blue-hulled T.N.W.C. II, KC 97, took shape, and was launched just in time for C.O.R.K. '71. But as a new boat takes some time to fine-tune, the Miller team placed only 5th, the same position they held a few weeks later in the Soling World Championships in Oyster Bay, N.Y. During that series, in one of the weather legs, Paul Cote's hiking strap broke, toppling him backward into the water. But before the boat passed him, John Ekels reached down, grabbed him by the hair, and hauled him back on board. The boat hadn't lost any time, but Paul later insisted that was the cause of his premature hair loss!

After a winter filled with sailing practice on English Bay, and physical training three evenings a week, they again trailered the T.N.W.C. II to Florida for the S.P.O.R.T. '72 regatta, placing a respectable 3rd, after Melges and Goldsmith. Their next challenge was the Canadian Olympic Trials in Halifax, June '72, in which they won the Soling class without difficulty. The *Cuckoo II* was shipped to Europe, where the Miller team tuned up for the Olympics by sailing in the European Championships in Copenhagen, placing 5th. As I had the honour to be named as their coach (-a misnomer, there was little on which I could coach this hot team; but I washed the boat bottom, packed

sails, and generally acted as go-fer), we met in Kiel, Germany to prepare for the Olympics. From the start of the series it became obvious that Buddy Melges, sailing for the U. S., would be hard to beat, as he had boat speed and seemed incapable for making a mistake. But the other two medal spots were far from certain. Miller (Canada), Wennerstrom (Sweden), and Oakley (U.K.) were all in contention. When the final results were in, Buddy Melges had won every race, including the last, which could have been his throwout race. Stig Wennerstrom had the silver medal, and Dave Miller the bronze. This was the first time in 40 years that Canada had won an Olympic sailing medal! (The last medallists, in the '32 Olympics, were also Royal Van representatives.)

Meanwhile, back on home waters, our local fleet had reached 14 in number with Paul Reeves ordering KC88 *Elle Va*, and Bob Brodie taking belated delivery of T.N.W.C. II after it arrived back from Germany.

Improved from sharing Dave Miller's techniques, our fleet had a great summer racing, Bob Brodie and Ron Maitland doing especially well. By now *Agnete* had been sold to John Long and renamed *Opus #1*, *Fairwinds* became *Black Rain*, *Rainbow* went to Alex Harrison, Bob Healey and Steve Gill and rechristened *Foo Too*, while Rick Brooks-Hill went into partnership with Bill Dickson, so *Chance* became *Second Chance*.

By 1974 Ron Maitland had taken over as our Soling Fleet Captain, Bob Brodie had bought his third Soling — KC 123 *Fancy* with the T.N.W.C. II going to Denis Wotherspoon, and *Opus #1* sold to Alan Paterson. Brig Tretheway bought *Black Rain*, and George O'Brien got *Solan*. Our racing that summer saw myself sharing the trophies with Lloyd Walker and Bob Brodie. The Soling name changing game went on as Bill Wallace bought *Elle Va* and renamed it *Adios*, while I sold *Lady Meg* to Paul Cote at the end of the summer and was horrified to see the poor thing rechristened *Comrade Cherry Loinfruit of Yount*.

In the '75 season the fleet remained relatively stable with the exception of Ralph Clasby and Chris Jukes buying into *Andiamo* with John Yuill, and Paul Louie getting C.C.L.Y. from Paul Cote. During '75 Bob Brodie and the *Foo Too* crew, skippered by Alex Harrison, took most of the trophies, while in '76 Rick Brooks-Hill began to come on strong, encouraging him to order a brand new boat, KC140, to be named *Turkey Farm*. *Black Rain* that year sold to John Robertson, and was renamed *Caviar*.

Rick Brooks-Hill and *Turkey Farm* continued their winning ways in 1977, although the fleet was now down to ten boats, still including *Foo II*, now owned by J. C. Best, and my old boat C.C.L.Y. going to Brian Milson. 1978 was the last good racing year that the Soling fleet saw, again with *Turkey Farm* taking most of the honours.

By the end of '78 only 5 Solings were listed, not including *Chicanery*, still owned by Bill Burgess, but now moored at his summer place in Secret

Cove. Lisa Pomeroy bought *Caviar* in 1979 but was coming into a dying fleet. Four boats were left on the Jericho dock by the end of '79, three in '80, and two in 1981 — George O'Brien with KC 51 *Andiamo*, and Lisa Pomeroy in KC 81, *Caviar*.

It is difficult to analyse why a fleet, so healthy a few years earlier, would die out. Perhaps it was too sensitive a boat for local racing, or was too physically tough on crew, or maybe just the right boat at the wrong time. It is interesting to note that the 17 Solings that came to R.V.Y.C. at one time or another had 26 different names, and no less than 43 owners. In retrospect, the Soling taught us all a lot about sailing, it brought an Olympic medal to the Club, and it was great fun while it lasted.

THUNDERBIRDS

by Paul Watson

The Thunderbird, a 26 foot one-design sailboat, has been a fixture in Pacific Northwest sailing for over 25 years. Originally designed for home construction in plywood, the newer boats are mostly of fibreglass construction. Both wood and glass boats are equally competitive. The class is governed by a strict one-design code. There are now some 1300 Thunderbirds sailing worldwide.

Thunderbirds were very actively raced on English Bay from the early 60's onward, but were not raced at R.V.Y.C. until 1973, when Paul Watson brought *Nahanni* to the club. In 1975 Roger Ovens began sailing *Skookum*, a new fibreglass Thunderbird.

A highlight for R.V.Y.C. and the local fleet was the hosting of the 1979 World Thunderbird Championships. This was an excellent regatta with over 45 boats entered. Three crews from Australia chartered local boats. Lanye Dexter, sailing *Thoreen*, with Paul Louie, Fred Shudekopp and Dave Miller as crew were leading going into the final race. An over-early and late return lost them the championship. Bret Willets from the Vancouver fleet, sailing *Bert* was the eventual winner.

In 1981 the World Championships were held in Toronto. John Peters, the new owner of *Thoreen* and Paul Watson trailered their boats to the regatta. John Peters sailed well in both the light and heavy air to place third. Paul Watson recovered from two "did not starts" and sailed very fast in the light winds to place fifth.

In 1982 Doug LePatourel restored boat #84 *Amplidyne* and began racing competitively. During the 1983 worlds in Seattle Doug sailed *Amplidyne* to a very creditable 12th place out of the 70 boats participating.



Paul Watson's "Nahanni"

In the Hot Rum and Wednesday evening Series, racing on handicap, the Thunderbirds have been the boats to beat in their division. In 1984 John Peters in *Thoreen* won the Comet Fleet Perpetual Trophy for best overall during the Wednesday Evening Series. Paul Watson on *Nahanni* won the 1984/85 Hot Rum Series Divisional title.

LIGHTNING CLASS

by E.E. Jefferys

The period from 1971 through 1985 reflects a rapid drop in Lightning Class racing in our Club. The reason for the drop is difficult to pin down. An easy answer would be to blame the cost of joining a Club or the lack of facilities for one design yachts. However, it has a much wider base.

The introduction of faster, light designs such as Lasers, 505's, Flying Dutchman to name a few, that require a more physical crew, and are more demanding, replaced the conservative lightning.

In the case of the lightning the light glass hulls quickly separated the Fleet into faster and slower. The suggestion was made for Blue and Gold Fleets in an attempt to provide fairness, however, this was rejected by the English Bay Fleet.

Slowly the attendance at Regattas began to lag and even in our regular Bay races, the numbers began to fall. It was not long before some of the active members of the fleet moved into cruising boats or joined the ranks racing the new Hot Olympic Class the Soling.

It is interesting to note many of the fleet ended up in Catalina 27's which formed the backbone of another growing racing Fleet in the P.H.R.F. series.

The Lightning Fleet endured at Kitsilano Yacht Club for another few years after all real activity had ceased at Royal Van. Finally, Geof. Ince, an active lightning racer and former member of our Club, sold his boat and bought a Catalina 27 and the Fleet fell apart.

Looking back over the Clubs yearbooks, dating from 1971 to 1985, the story is written in the registration of lightnings, i.e.:

- Yearbook 1971-73 — ALTRAIN
— BLUE J
— JOKER
— LET IT BE
— SKUA
Yearbook 1980-85 — SKUA
— KERMIT

The boats that were active in racing in the 1970's were the BLUE J (Ted Jefferys), JOKER (Jim Gillies) and the SKUA (Chris Acheson).

A quick reference to the trophy list also registers the slow demise of the Fleet. In 1971 the four lightning trophies, Port of Vancouver, Redskin, Rogers and Venture, were all contested. In 1980, no mention of any lightning activity is listed. The trophies were assigned to the PHRF racing division.

The lightning has been an excellent one-design for our Club. It has disappeared for many reasons, all hotly discussed in the bar on any given Friday night. Over 12,000 lightnings still race today in the world. The largest one-design in English Bay today is the Sail Board, a sign of the times which is being repeated all over the world.

All of these factors affected the racing of lightnings in our Club and contributed to its passing from active use by our members.

505 CLASS by Fred Long

The 505 Class is a 2 man sailing dinghy. It is similar to a Flying Dutchman, ie trapeze, spinnaker and so on. It is usually used in racing events as opposed to day sailing. R.V.Y.C. has never really had a very strong 505 dinghy fleet and those people that do race 505's generally are from Kitsilano Yacht Club or Jericho Sailing School. It seems that most small boat sailors favour the Olympic Class such as the Star, Flying Dutchman, Finn and so on due to the continuous interest in the Class and the high level of consistent competition.

THE FLYING JUNIOR CLASS by Fred Long

The Flying Junior is a two man centreboard dinghy. It has been a long standing class in the Royal Vancouver Yacht Club since the 1960's. The Flying Junior's primary purpose in the club was a fleet of boats to be used in the Junior Sailing Program each summer as well as Royal Vancouver sponsored events, ie National Youth Championship, Clarke Gibson Regatta and so on.

Many R.V.Y.C. members owned their own Flying Juniors. In the late 1960's and early 1970's there was a fair number of junior sailors racing in events from Spring to Fall. However, as we moved through the 1970's sailors were changing their classes to the more modern and competitive Laser and 420 fleets. In fact, R.V.Y.C. purchased a fair number of Lasers and 420's to complement the Flying Junior Class as training boats for the Summer sailing program. Since then the Flying Junior has been quietly phased out except for the most basic training of young sailors in the Summer Sailing Program.

WINDSURFING - BOARDSAILING

by Walter M. (Wink) Vogel

Windsurfing or Boardsailing is a relatively new form of water activity that first appeared at the R.V.Y.C. in the early 1980's, and is rapidly becoming more and more popular. Basically it involves a modified form of surf-board, a hand held sail and a determined individual.

The sport appears to have originated in the U. S. during the 1960's. In the 1970's, windsurfing spread to Europe, especially Germany, where it mushroomed. In late 1980, windsurfing was suggested as an Olympic Class under the International Yachting Racing Union (I.Y.R.U.) and the first competition took place in 1984 in Los Angeles during the Olympic Games.

Originating in B. C. and now extending across Canada, there is a "Learn to Boardsail" programme and an "Instructors' Training" programme under the C.Y.A.

B. C. now has approximately 6,000 or more boardsailors and the number is increasing rapidly. There is a Boardsailing Team of 10 members which represents B. C. in competitive racing at National and International events.

The R.V.Y.C. has approximately 50 or more windsurfers and we expect to see more of them in competitive events and quite probably in Olympic competition.



Corinthian Fund

The Corinthian Fund was inaugurated in 1971 to meet the expenses of the newly formed Pacific Challenge Series and similar events. At this time the sailing membership was asked to donate \$10.00 annually and the resulting fund would be used for the following purposes:

1. The promotion of R.V.Y.C. participation in important national and international events.
2. The assistance of junior sailors in their efforts to compete in national and international events.

The Fund was utilized for these purposes until 1975 when a committee was formed to more closely define the purpose and method of administration of the Fund. The Committee's report was approved by the Executive in December, 1975 with the following resolutions:

1. The purpose of the Fund is to promote and assist the participation of Royal Vancouver Yacht Club and individual members thereof whether active, associate, intermediate or junior in Local, National and International Yachting events.
2. The Fund shall be administered by the Commodore, Honorary Treasurer and Fleet Captain of the Royal Vancouver Yacht Club, who shall be known as the Administrators of the Fund. The administrators shall, through the Fleet Captain, seek the advice of the Sailing committee with respect to payments to be made from the Fund and they shall obtain the approval of the Executive to the making of all payments from the Fund.
3. For the guidance of the Administrators and the Executive, but not so as to fetter their discretion, approval is given to the following principles which should govern the administration of the Fund.:
 - a) Assistance may be given to yachting events in which Royal Vancouver Yacht Club participates as a club, e.g. the Pacific Challenge Series.
 - b) Assistance may be given to any member of Royal Vancouver Yacht Club who, in the opinion of the Administrators, shows promise of becoming a top-ranking competitor in yachting events and who has shown a serious interest in improving his skills as a competitor in such events.

- c) Consideration may be given to the financial need of applicants and the extent to which they have been or may be assisted by other persons or organizations such as the Canadian Yachting Association.
 - d) Persons receiving grants from the Fund may be required to list all events in which they participate together with full results of such events and make available to those responsible for the conduct of Royal Vancouver Yacht Club yachting programs the benefits of the training and experience obtained through participation in such events.
 - e) Having regard for the second of the two objectives originally established to guide the administration of the Fund, preference, if possible, should be given to assisting junior members in their yachting activities and especially in their participation in Local, National and International yachting events.
4. All solicitations for contribution to the Fund shall state that such contributions are entirely voluntary.
 5. Grants may be made from the principal of the Fund and from interest earned by the Fund. Subject to the availability in the Fund of money in excess of that required to satisfy approved grants, money in the Fund may be invested and re-invested in whole or in part in a chartered bank savings account or in chartered bank deposit receipts for terms up to, but not in excess of, one year.

In lieu of any or all of the foregoing investments some or all of the money in the Fund may be used for the general purposes of Royal Vancouver Yacht Club provided that in respect of any money so used there shall be paid monthly interest at the rate equivalent to the average rate of interest paid from time to time by Canadian chartered banks on bank deposit certificates having a term of 30 days.
 6. The Administrators and Executive may continue to study the feasibility of qualifying the Fund as a charitable organization so as to make contributions to the Fund deductible for income tax purposes."

In practice, the Fund has been used primarily to assist junior and intermediate members in national, international and inter-provincial events. As a result, many members of the club have been able to attend such events, where their attendance would otherwise not have been possible. The Royal Vancouver Yacht Club has been successful in placing several sailors on the Canadian National Sailing Team in the intervening years. Regattas won by the Corinthian Fund assisting members, include Kiel Week, The Canadian National Championship, and others. In addition the Fund has been used to promote member teams in events such as: Pacific Challenge, Prince of Wales Match Racing Championships, and the Pacific Coast Challenge series. The Fund has assisted members in competing for Canadian Olympic Trials. The Fund has been used extensively for assisting club junior teams in regional and national events.

In 1981 the Women's Committee of the Royal Vancouver Yacht Club undertook to host the first Corinthian Ball. The proceeds of this ball were used to establish a capital fund, the income from which will be used for the above purposes.

Rarely does the Fund not require some financial participation by the applicant to his expenses in a regatta. In addition, the applicant is required to exhaust other means of funding such as the Canadian Yachting Association, the B.C. Sailing Association, and the Pacific International Yachting Association. Applicants in their final report are required to provide details of other funding in order that the amount to be supplied by the Corinthian Fund can be determined. However, in recent years funding from such organizations has been reduced to a certain extent. For example, the B.C. Sailing Association of late, due to cutbacks in their budget, have not been funding members for travel expenses.

Accordingly, the Corinthian Fund has assumed a greater importance for our developing younger sailors. In today's national and international competitive sailing arena, a serious competitor requires several years of experience at the national and international level before he can compete with the best in the world. Such experience is simply not available on a consistent basis at the local level. Accordingly members of the club who have supported the Corinthian Fund in past years can take pride in the fact that the club has assisted in propelling several young members into the ranks of internationally acclaimed sailors. The success of the Fund in recent years should continue into the future.



John Yuill's "Lickity Split"



Clint Elliott's "Lady Theresa"
with
Don Martin

National Youth Championship

Fred Long

The National Youth Championship is a Canadian sailing event sponsored by the Canadian Yachting Association (C.Y.A.) to promote competitive sailing among Canada's youth. As of 1984 participation has been restricted to people 18 years of age and younger. (Prior to 1984 the age restriction was 19 years of age and younger.) Each Canadian province is allowed to send three representatives for each of the following dinghy classes:

Laser — one man boat.

420 —two man boat. (The 420's seem to be phasing out in lieu of the more popular Laser 2)

Board sailing — one man boat. (1984 was the first year the "Windsurfer" was added to the program.)

Each participating Province must have an elimination series if interest exceeds the three allowable representatives per class. This series usually takes place in the Spring over a specific time frame. This allows for equal opportunity for the people throughout the Province to sail off to determine the best three per class.

The actual National Youth Championship usually takes place at the end of June or beginning of July at a C.Y.A. sanctioned yacht club anywhere in Canada. The sponsor changes each year. R.V.Y.C. last hosted the National Youth Championship in 1979 and will host the event again during Expo 1986.