

<p>KITSILANO YACHT CLUB</p> 	<p>The Hailer</p> <p>August 2017</p>
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Racing News

Whidbey Island Race Week

Kathy Kushner, along with her crew on Cool Beans, a Melges 24, won the 2017 Whidbey Island Race for their class. Congratulations to Kathy and her crew!

Whidbey Island has a great website for their race week, and if you go to the website, <http://whidbeyislandraceweek.com/2017-news/>, and click on the 2017 Thursday Edition link, you will see a picture of Cool Beans at the top of the page.

Pacific Reach by Carmen Varnel

Great finish for our Pacific Reach Teams at Harrison Hot Spring 2017 Canadian Outrigger Nationals Championship 23km Race. Both the Pacific Reach Men’s Team and Pacific Reach Mixed Team won 2nd Place Silver. The PR Mixed also won the 2017 CORA Cup Plaque in their category.



Mixed Team at Harrison Nationals - Sam, Carmen, Leanne, Rob B., Sarah, Rob Varnel



Carmen and Sam



Silver Medal



Canadian Outrigger Racing Association. Plaque for Mixed Division



Men with Medals at Awards dinner



Pacific Reach Men at Harrison Nationals 23km Race. Doug, Paul, Frank, Phil, Murray, Erick



Harrison Nationals Mixed Team at KYC; Carmen, Sarah, Sam Leanne, Rob Borsoff and Rob Varnel



Paddlers at KYC, Thursday outrigger practice – Mike, Murray, Susan, Rob B., Carmen, Erick, Sam, Leanne, Sarah, Rob V., Phil

Know Your Club

Cal 20 Fleet by Fleet Captain, Kerry Brann

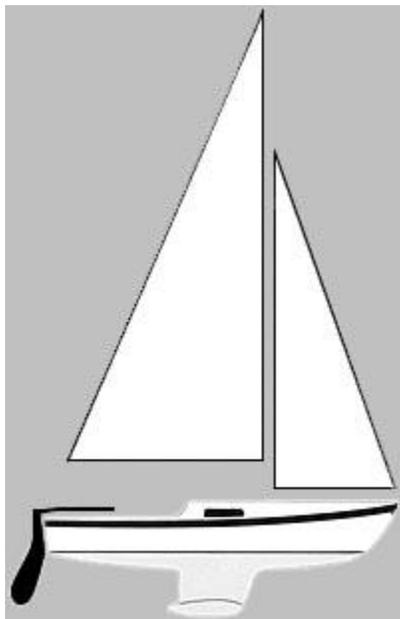
Beauty in Simplicity

The California 20 was designed by C. William Lapworth in 1960 and went into production in 1961. It quickly became the most popular of the Cal line of fiberglass sailboats and 1,945 of the boats were built. Most of the production occurred throughout the 60's when the Jensen Marine Factory in Costa Mesa, California was turning out as many as one boat a day!

Cal 20s were (and still are) inexpensive to buy, own and maintain. The base price was \$3,200 throughout most of the 60's which put her within reach of just about everyone. The cockpit is nearly 8' long and is self-bailing. For her 20' length, she is one of the most practical boats imaginable. With the advent of expensive fiberglass resin (during the fuel crisis of 1973) and the new I.O.R. rule, Cal 20's gained rapidly in popularity. A lot of people wanted an active, simple, inexpensive one-design class boat that wasn't going to be outdated by the next measurement rule change.

Today the Cal 20 enjoys popularity throughout North America as both a competitive and fun one design racer as well as a stable and forgiving day sailor. The beauty of the Cal 20 is its simplicity; it can be raced with just two people in lighter air and three people in moderate to heavier winds. The Cal 20 offers something to every sailor, from the landlubber beginner to the seasoned salt.

Specifications



LOA: 20'0"

LWL: 18'0"

Beam: 7'0"

Draft: 3'4"

Displacement: 2,040 pounds

Ballast: 850 to 900 pounds

Sail Area: 196sq. ft.

A brief history

During delays in getting tooling for a boat in the 30ft range Lapworth switched work with Jack Jensen to a smaller boat, the Cal 20 (originally the California 20). It was primarily an entry boat and also targeted people who had been sailing open boats. It was expected to perform double duty as a small cruiser and as a racer. The bulbed keel helped meet these two uses. The performance of this new midget racer was

quickly noticed when hull #3 alone in a bigger boat fleet in a San Francisco Bay race was able to keep its spinnaker flying after everyone else had shortened sail.

Alastair Naime whilst visiting California from North Vancouver happened to see a Cal20 and was so impressed he ferreted out the builder and when he got home incorporated Calgan Marine to build them under license from Jensen Marine. They rapidly caught on with local sailors looking for a low cost low maintenance boat. Until Calgan closed in 1979 singles, couples and families kept workers busy bonding resin and matting for almost 200 Cal20s, although ten times as many were built in California.

Starting around the mid 1980's racers began to go about "turbocharging" their boats first by fairing out the fin portion of the keel to a maximum of 1.5 inches. Later jib tracks were moved inboard and purchase was put on the jib sheets in the form of barber haulers. None of these innovations replaced good racing tactics. These beginnings justified the Cal 20 being looked upon as the VW Beetle-of-the-sea status as "everyman's boat" in ports as far flung as Honolulu, Los Angeles, Detroit, Vancouver and Victoria. One of the few not still afloat achieved stardom as a silvered exhibit on Vancouver's Expo86 "transportation highway". (These comments are modified from "Practical Sailor" on the Cal 20s 30th birthday in May 1991).

Excerpt from Sail Magazine Article 1991 on The Cal 20

This one-speed-fits-all feature produces something that has been noticeably absent in much of my sailing in recent years-tactical exercise. So much of high-tech sailing, be it on ultralights or sailboards or Ultimate 30s or even International Offshore Rule (IOR) or International Measurement System (IMS) boats, tends to be an exotic and expensive form of drag racing where you simply put the pedal to the metal and see who gets there first. With the Cal 20 you have to think your way around the course. "This is one fleet where once you get behind, it's very hard to recover," says Dave Ullman, a 470 and Lido 14 champion, who isn't used to seeing transoms no matter what boat he sails. "All the changes you make result in only minor speed differences."

The class, which always enjoyed a "working-class" popularity, now attracts some of the West Coast's top skippers, including Golison, Dave Ullman, and Steve Grillon.

Read More... <http://sfbaycal20.com/wp-content/uploads/2016/01/Sail-Mag-Article-1991.pdf>

Nov 2016 48 Degrees North article featuring Cal 20

<https://48north.com/2016/11/03/tbt-cal-20-the-nautical-beetle-revolutionized-sailing/>

Cal 20 Championships 2016 Drone Video

<https://www.youtube.com/watch?v=Vx0CzEkzh8Q>

As well as highlighting the Cal20 Fleet above, in this month's Kits Chronicles, Barbara has found some excellent history of the Cal 20 at KYC.

Club News

Sea Cadets by Edna Wong

Here is a little information on how the Capt. Van Cadets (12 to 18 year olds) are doing at summer camp in Quadra (Comox).

Comox Bay Regatta - 420 BC Championship:

Two day regatta in Comox, BC organized by the Comox Bay Yacht Club. Total of 9 races completed in two days of racing. Winds were high first day reaching 16knots with calmer winds on day 2 (5-8 knots). There were multiple fleets on the water (Opti fleet, Laser fleet, 420 Championship fleet and 420 Silver fleet). A total of 55 boats were competing on... the water.

420 Championship Fleet

(includes boats that competed with a Spinnaker) – We achieved first overall in a fleet of 21. There were representatives from Nanaimo Yacht Club, Royal Victoria Yacht club, Comox Bay Sailing Club and HMCS Quadra.

1st –

Helm: PO1 Sebastian Wright, 350 RCSCC Transcona in Winnipeg, MB

Crew: PO1 Dylan Cramer. 204 RCSCC Babine in Smithers, BC

420 Silver Fleet

(Boats without spinnaker) – Also a fleet of 21 boats.

1st –

Helm: Cdt Amber Ly (inter sail), 7 Royal Canadian Sea Cadet Corps Captain Cook in Prince Rupert, BC

Crew: Cdt Samson Cai (Inter sail), [47 Royal Canadian Sea Cadet Corps Captain Vancouver](#) in Vancouver, BC

2nd –

Helm: Diana Liang (Senior Sail), [47 Royal Canadian Sea Cadet Corps Captain Vancouver](#) in Vancouver, BC

Crew: Kennedy Parsons (Inter Sail), 354 Invincible - Royal Canadian Sea Cadets in Maple Ridge, BC

3rd –

Helm: Laura Los (Inter sail), 49 RCSCC JT Cornwell VC in Winnipeg, MB

Crew: Elizabeth Melgarejo Lazarte (Inter sail), [47 Royal Canadian Sea Cadet Corps Captain Vancouver](#) in Vancouver, BC



Captain Vancouver Cadets at Quadra summer camp

Kits Chronicles

Early Kitsilano Fleets: The Cruising Fleet by Barbara Dill

The 1934 yearbook cover featured a photo of one of the original KYC fleets, the Cruising Fleet. The fleet also included power boats at this time.

Fleet members were active participants in the racing program. And, they sponsored several cruises each year.

The first Club cruise was on July 8, 1934 Eighteen boats cruised to Eagle Harbour. A ball game was organized on the picnic grounds. These ball games became regular features of the cruises. This particular game was apparently so engrossing that the players “very nearly forgot to go home”. As a result, they found themselves bucking a strong tide accompanied by little wind. Fortunately, the Club “sea flea” which had an eight-horse power motor was at hand and towed 8 boats home. The Commodore, A.N.Skill, in his power cruiser “Serapis” and Les Horner with his power boat rescued the others.

The Serapis was often called upon to perform such tasks and she also served as race committee boat.

The 1934 season also included two cruises to Bowen Island, July 28-29 and Labour Day Weekend. These also included ball games. The cruises were described as “a lot of fun” and members were advised that “there is always power or a boom of logs to get you home.

The cruises to Bowen Island were part of the program again in 1935. On the July 1 weekend, 45 members of KYC and RVYC shared a corn roast followed by a ball game. KYC won the game although some of the KYC sailors had to return home early to participate in some races.

The 60s saw an increase in membership of racing/cruising boats as “one-design skippers are faced with domestic responsibilities and finding that they are unable to spend all weekend with a boat that may exclude family participation”. A number of these skippers switched from their one-design boats to cruising boats as they got older, had families and cruising boats became more affordable. The fleet at this time included more than 20 members. Popular boats were Discovery 32s, Cal 20s and 25s and Thunderbirds.

In 1964, the White Islets Race re-introduced distance racing to the schedule. And, in 1969 a series of distance and shorter events as well as Club cruises were part of the racing schedule.

The Club currently has two active racing/cruising fleets, the Cal 20s and Martin 242s.

The last power boat in the Club was Howard White’s “White Cloud”. This boat served as the race committee boat for several years.



From the Staff Captain

Thursday Nights

July 27

It was a lovely evening on July 27th, before the start of the heat wave and smoky skies.



the deck on July 27th

Our July theme night was just a simple backyard barbeque; red and white checkered colours, colourful hanging lanterns; bubbles to blow; wonderful aromas from the barbeque as Nelson prepared the burgers and ribs; a peach dessert and, to top it off, a build your own ice cream sundae bar. Nicole was our expert ice cream server and she was kept busy after dinner. There were options, a little peach dessert (yummy on its own) or topped with ice cream; or, for the ice cream purist – ice cream only; or perhaps the subtle sundae – one, perhaps two toppings; and for the completely unreserved dessert loving enthusiast, peach dessert and ice cream and pile on all the toppings!





Nicole waiting for her first customers



Nicole with the first of many customers.

August 03

Comfort food and craft beer night....



The mountains are there somewhere behind the smoke haze



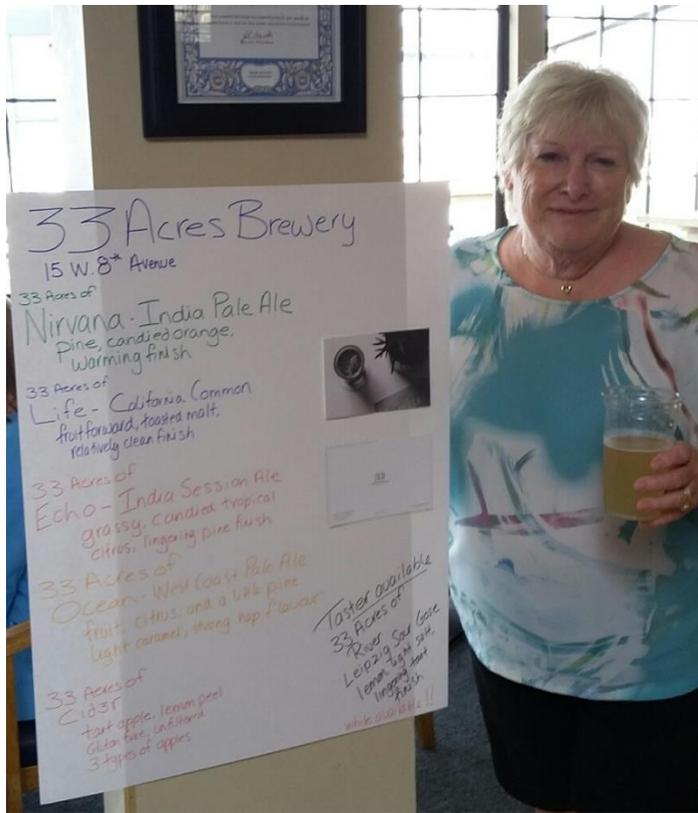
The new plants by the steps and the hanging baskets all look great



Doug heading out. Doug came back early as he found too much wind by RVYC and the sailors had to paddle in because there was no wind on their race course



Light wind is good news for paddlers

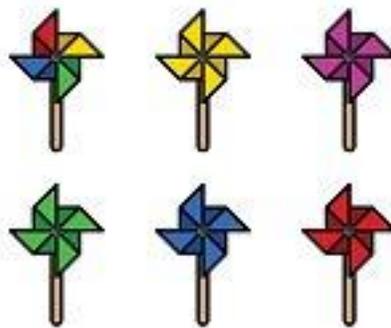


Kit sampling the 33 Acres cider

August 10

This was another hot August night with the smoke hanging motionless over the city obscuring the mountains and causing the city skyline to look almost mystical.

The Lightning and 505 sailors were relaxing on the deck, all the boats were sitting with their covers on and our very distinctive KYC wind vane was resting, immovable, on its perch. The paddlers were out, the swimmers were out but, sadly, the sailors were stuck on land for a second week in a row.





Smoke and haze was still with us on August 10th but it didn't stop us from having a good time...



Ed, Nelson, and Yukiko getting ready to serve another great dinner as Charles, Jane, and Chris help.

August 17



Reehaallbouddit!

Dateline – Kitsilano Yacht Club – August 17, 2017 - Wind, reported missing in early August, was finally spotted off the Kitsilano Yacht Club pier late afternoon of August 17th. Described as a current of air moving approximately horizontally, especially one strong enough to be felt, Wind was formally identified by a group of leading KYC sailors who had gathered on the deck to discuss what to do about the AWOL breeze.



A recent picture of the missing Wind

Wind, well known for being fickle and capricious, was spotted by well known and respected paddlers earlier in the month but, until August 17th, Wind refused to come out of hiding for Thursday night sailboat racing.

The sailors, at first hesitant to believe their good fortune, consulted the weather vane and, after confirming Wind had in fact arrived, rushed to remove boat covers, rig boats and head for the crane and the ramp.



Charles heading out to take advantage of the wind



Evan setting out in a Laser to catch the wind



And now, back to our regular scheduled reporting for August 17th....



A sight not seen too often at Kits in August – boats sailing and clear blue skies!

Andy Hunt, who usually sets the race courses on Thursday nights, was away competing at the Canadian Laser Master Championships in Edmonton, so the racers set the course themselves to start and end from the end of the pier.



Racing from the pier



More spinnakers flying!



Another lovely, social evening on the deck...



...ending with a beautiful Kits sunset.

August 24

This meeting is our mid-season Annual General Meeting. Dinner will be served starting at 7p.m. and the meeting will start at 8p.m.



August 31

“Splash in the water, play in the sand, when you’re at the beach, life is just grand”.

And it will be a grand Beach Party on August 31st, our last theme night of the 2017 season. Ed and Nelson are creating a beach party menu for us and what would a beach party be without a Tacky Tropical Shirt contest? Dig into the back of your closet, hunt out the trunks in the attic or the basement, venture into a thrift shop but make sure you have some tacky tropical attire for the 31st. Yes, there will be a contest for best (worst?) tacky tropical shirt or outfit and there is a suitably tacky prize. Who knows what awaits you if you show up looking normal and nice instead of tacky and tropical?



September 7

Comfort food and Craft Beer and the last Thursday night racing for the season.

Our local craft brewery, the last of the 2017 season, will be Luppolo, <http://luppolobrewing.ca/>,

September 14

Traditionally, the Thursday immediately following the end of sailboat racing, is a purely social evening to enjoy one more Thursday night at the club. Nelson and Ed will have a nice meal for us, we can relax, review the 2017 season (never too early to think about Sandbar nominations), make some plans for 2018 season (only seven months away) and, weather cooperating, enjoy a lovely Kits sunset from the deck.

First International Boat Race

As promised, in my August 17th dinner invitation, here is some additional information on the first international boat race. The information is taken from <http://www.rowinghistory.net/1869.htm> and it is a fascinating story. Here is the first paragraph from the website, “In 1869 Harvard challenged Oxford to race on the Oxford-Cambridge (Putney to Mortlake) Boat Race course outside London. The public interest was huge with more publicity than any sporting event to date. The new Atlantic cable allowed daily reports to be received by all major newspapers across America. The race was closely fought and both crews were admired for their sporting spirit. The result in America was an explosion of interest in collegiate and amateur rowing.”

The website tells the story of the competitors, the preparations for the race (an entirely new boat was built for the Americans at the last minute), the largest crowds to date in England, estimated at seven hundred and fifty thousand, and a heart stopping finish. Well worth a few minutes to browse the site.

Contact Us

Do you have suggestions or comments you would like to share? Your feedback is welcomed whether we are doing something well or if there is something we could be doing better. Feedback is important as it helps us to make positive changes and, we need to hear from you. Our General Manager, Colm Webb, would like to receive your comments.

Colm can be reached at manager@kitsilanoyachtclub.com or 604-730-1646. Colm can also take your feedback confidentiality if you wish.

The Last Silly Word

Groaner alert! The following are two very silly puns!

Big sale on rowing paddles at my local shop. It's quite an oar deal.

What keeps a dock floating above water?
Pier pressure.

