
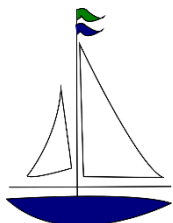


<p>KITSILANO YACHT CLUB</p> 	<p>The Hailer</p> <p>July 2017</p>
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Racing News

Kits Invitational Regatta July 8 and 9



This issue of the Hailer is the Kits Invitational edition. Everyone who participated in any way, knows it was a great event. For those who were not able to be part of the regatta, hopefully you will enjoy the pictures and regatta moments that follow.

Some views of the day...



An beautiful day, and an early race, on English Bay

Pictures of all the participating classes





F18



F16, Martin, 505



Lightning



On the way home at the end of the day

You can view the race results from the front page of the KYC website.

Regatta moments

From our Fleet Captain, Chris

The 2017 Kits Invitational regatta was another very successful event mainly due to the tireless effort of the many volunteers who ensured that no organizational detail was overlooked. Reasonable breeze and exceptional tidal swings on both days of the competition made for very interesting racing conditions. The principal race officer and his on-water teams did an admirable job of setting up and managing races for the 6 competing fleets. Plenty to eat & drink when back on shore was clearly appreciated by everyone in attendance. Many thanks to all the volunteers, our sponsors, and also to all competitors, especially those who travelled from afar, for making this a memorable event. Hope to see everyone back again next year!

From our Commodore, Brian

Great fleet turnout for the 505s. We were actually at 14 boats rigging up on Saturday morning, but after receiving a tense phone call as they were rigging, Fred and Peter Grimm had to quit and run for a work emergency.

Some super close racing in the 505 fleet over the weekend, and I note four boats with final results of either 44 or 45 points.

http://www.kitsilanoyachtclub.com/content.aspx?page_id=22&club_id=125850&module_id=262397

Also from Brian, here is Erik's report on the 505 racing at the Kits Regatta. Erik is a 505 sailor from Bellingham. I asked him if it was ok to republish it in the Hailer, and he's fine with that.

505 NW Kits Invite Regatta Report (Western Canadian Champs), report from Erik Coburn

This past weekend saw 13 teams do battle on the hallowed waters of English Bay, Vancouver, in Super Natural British Columbia.

I love sailing in Vancouver, and Kits is one of my favorite clubs around. So casual, comfortable, and hospitable. All about one design sailing. No pretense whatsoever. And you are greeted by the likes of local 505 veterans such as Cynthia and Charles, and Brian and Evan (quite possibly two of the most polite dudes to ever go yacht racing). Furthermore, the look you get from some folks as you rumble down the bike path with your boat in tow is pretty priceless. It's a funky, cool place to spend the weekend that gives me one more reason to wish I was Canadian.

The weather was warm, the wind ranged from wishing-we-had-some-more to "champagne sailing," as one competitor put it. Generally, it was in the light to moderate range with trapping up but tank sitting down. Some teams wired out a bit which paid a bit at times but most times it was tight, tactical tank sitting.

Racing was tight among the thirteen teams with all veteran sailors with a few exceptions. Day one saw Pierre and Tom establish a pecking order that would set the tone for the rest of the weekend. These lads just had a gear that nobody could match and dominated the regatta. Congrats fellas! As for you Canucks, the only thing worse than losing your Western Canadian Champs to some Yankees is to lose it to a Californian, and the only thing worse than that is to lose it to a Californian from France!

Cynthia and Charles might have been focusing on where to fit all the visitors they billeted that night but they still represented fine. Also, Katherine and Ginther were like smoke on the water (in a moderate air kind of way) as was Team Beauty and the Beast (Courtney and Sugar.) It was your usual tight racing top to bottom that we all love, no slouches at all right to the end. Everyone is getting faster. I think we all had races where we thought we were doing well and then you count it out after finishing and your like, "D'oh!"

After 4 races, we called it a day and headed back to the club where gracious volunteers helped haul our steeds back up the hill to the barn. Then there was the food, which was fantastic. Let's just say it was worth the wait.

A bunch of us geeked out around me and Gabe's new ride, "Cloudsplitter," named for a famous mountain near where I proposed to my wife. Thanks to the help of, oh about 10 generous people, we got her calibrated. Which I guess needed to be done because when we thought we were at 9 we were at 7! No wonder we were so slow in the light stuff.

Sunday was another day in paradise on the good side, but the easterly wind promptly died. The westerly filled in with some polite gusto and apparently Cloudsplitter found her wheels winning the first race in a close one vs Zaya. Nice sailing Zaya - I'm glad the course wasn't 100 yards longer!

This day was much like the first with the drag race to the left. The current was way more stout than day one, at about 2.5 knots. But shame on us, we all overstood way too much all afternoon.

Cloudsplitter put together a solid day, eventually edging Zaya in a tie breaker for 4th. The Worlds-bound team of Katherine and Ginther sailed well enough to stay on the podium. Cynthia and Charles sailed so consistently and mistake free to give Tom and Pierre a run, but it was too little too late, with Tom and Pierre winning the day, and the regatta!

For those of you that couldn't make it, you totally missed out and I feel bad for you. But you can make it up by attending CGOD in a few weeks!

From our Volunteer Director, Su

A huge thank you to all the wonderful volunteers who gave their time to make this year's Regatta a huge success. 70 volunteer positions were filled over the course of the weekend, many being filled by our social members, life members and volunteers from outside of the club. Without their support, the event would never have run so smoothly and allowed all our competitive club sailors to be able to participate in the racing.

2017 Kits Invitational Regatta Volunteers (in no special order)

Whaler drivers

Andy Allan
Brent Foxall
Karl Glynn
Sheridan MacRae
Kai Rawlinson
Clare Rawlinson

Race Committee Assistants

John Walkinshaw

Kit Ash
Gary Hamilton
Jeanine Ziolkoski

Race Results

Cynthia Des Brisay

Bar staff

Gregg Ashby
Su Bailey
Jane Henley
Rosemary McCallum
Sheila Morissette

Shopping Team

Johanne Berube

Trailer Valets

Ross Boyd
Michael Cowan
Andy Jakoy
Darren Murray

Dinner Set-up team

Louise Clarke
Deborah Braun
Collette Coleman
Judy Krzus

Dessert Table

Kathy Grimm

Regatta Ambassador

Barbara Dill

Whaler Assistant

Rene Dinter
Daryl Geisheimer
John Wright
John Lavery
Pino Leporace
Chris Madin

Principal Race Officer

Paul Evenden

Tee-shirt booth

James Fitzpatrick

Event Clean-up

Suzanne Vetterli
Louise Fogharty
Nicole MacRae

Breakfast Team

Judy McFarlane
Judy Morrison
Sheila Morissette
Jim McFarlane

BBQ Team

Ben Land
Debra Rousseau
Ran Vered

Registration Team

Tracy Lau
Ury Segal
Menno Bos

Crane Safety Marshall

Colm Webb



Breakfast Team, Sheila, Judy, and Judy



Race Committee, Kit and Jen



Dinner set-up team, Judy and Louise



Brendan and Matthew



Trailer Valets, Ross, Andy, Michael, and Darren

From our Staff Captain, Rosemary

I have attended, and volunteered at, many Kits Invitational Regattas but this was my first Kits Invitational as Staff Captain and it was a different experience. To start with, it was much more nerve wracking and I am very grateful to all the wonderful volunteers who just kept calm, and kept me calm, and carried on. Throughout this newsletter you will read well deserved kudos for our hard-working volunteers and I will start by thanking our Fleet Captain, Chris; Volunteer Director, Su; Past Vice Commodore, Johanne; Regatta Ambassador, Barbara; and Past Fleet Captain and Past Commodore, Menno for being very generous with their regatta knowledge and expertise – you made my regatta debut as easy as possible and helped produced an amazing regatta!

Collette provided enormous assistance with the regatta dinner planning, thank you.

The crowning glory of the regatta dinner was provided by Kathy Grimm with her fabulous dessert table! If you asked me to pick a favourite, I would just have to say, “Everything!” - I could have munched my way through all those beautiful and delicious cakes, bars, squares, cookies and fruit plates! Thank you, Kathy!

And what is a sailing regatta without beer? Many thanks to Johanne for organizing the beer, the shirts and the caps! And a big thank you to Pacific Western Brewing, our sponsor and provider of the beer, shirts and hats!

And, while not volunteers, great thanks to Colm, our Club Manager and Nolan, our Assistant Manager.

One more, very important, requirement for a successful regatta, is the Saturday night dinner. While Yuiko, Taishe, Ed and Nelson are not volunteers, they did us proud! They served a delicious barbeque dinner to 160 racers, guests, and volunteers and I received, and passed along, many compliments for the great dinner.

The regatta took hours of planning and preparation and it all paid off! Thank you to everyone who participated as a volunteer, a race participant, a guest, and a huge expression of gratitude to all the spouses, partners, and friends of KYC volunteers for offering support and an ear to listen.

Preparations for the regatta started behind the scenes months ago and culminated in the official start of the regatta on Friday, July 7.



This could be a quiz question to guess what this is! This is all the plastic holders from 15 flats of beer – Tracy, Chris, and Peter patiently removed them all (to make it easier to serve the beer), and Tracy grabbed them all and the scissors and made them all wildlife safe.



Menno and Tracy sorting tee-shirts on Friday night



Su behind the bar holding up a can of Pacific Western Brewing's Pilsner. Pacific Western Brewing sponsored the regatta!



Registration was open on Friday afternoon from 4p.m until 8p.m. and quite a number of our out of town participants arrived on Friday night. As usual, we were waiting to welcome them and had dinner and a beverage available. We served 30 barbequed dinners on Friday evening.



Ran hard at work at the barbeque and Peter waiting for dinner

From our Club Manager, Colm

Some interesting stats and facts

- 59 boats sailed this year
- There were six classes of boats
 - 505
 - Cal20
 - F18
 - Lightning
 - M242
 - Star
- Seven races for most classes; the F18's had eight races
- This year the Kits Invitational Regatta is also:
 - Cal20 Canadian Championships
 - Lightning PNW District Championships
 - 505 Western Canadian Championship

Regatta photos

The official photos taken during the regatta will be available on the KYC website shortly. The following photos are more in the line of family snapshots. Hope you enjoy them!



The breakfast team, Judy in the front and Sheila behind, hard at work on Saturday morning



The Breakfast Judys, Judy McFarlane and Judy Morrison, on Saturday morning, after the last muffin has been served and the last crumb wiped up.

After all the registrations were finished on Saturday morning, the sailors and race committee were getting ready to go as soon as the Skipper's meeting was finished



1Lightning sailor, Johanne, and 505 sailor Evan, waiting to get out on the water



John, one of the Whaler assistants, taking a quiet moment before heading out on the water



After breakfast and after the boats were out on the water, the preparations for dinner started. To chill, and keep chilled, KYC rented a special beverage fridge for the beer and it worked like a charm! It also provided a cool home for the breakfast pancakes, the white bags at the top of the picture. Pacific Western Brewing was our regatta sponsor and they provided beer, shirts and hats – hats off to, and three cheers for, Pacific Western Brewing!!



Deborah helped set up the re-cycling station.





The wind was good but the weather for sitting on the deck was a bit iffy for a time. It was cool and windy for Deborah and Judy as they chopped up fruit for the dessert tables.



The beginnings of the delicious dessert tables



Kathy, the dessert chef, and Louise making the dessert table look lovely



Brendan and Jean with an exuberant and hungry group



Johanne and Matthew in line for dinner



Matthew being served dinner by Nelson, Ed, and Taishe tucked into the background



Relaxed, happy, and well-fed racers, volunteers and guests enjoying dinner and the evening



A great smile to end a great day

Know Your Club

Power Bosun

Know your Club is now focusing on the Club Directors and Honourary Officers and this month we are spotlighting the Power Bosun. The KYC Power Bosun is Peter Henley and he has provided an extensive and excellent look at the position as well as some very interesting facts!

KYC Power Bosun (Boatswain)

What is a Bosun?

The bosun on a ship is the officer whose job it is to look after the ship and its equipment. The name bosun, derived from the original term boatswain, was used to describe these individuals for the first time in England in the 15th century. The bosun or boatswain's responsibility is to ensure the ship is seaworthy. Today both bosun and boatswain are used to describe these professional ship's crew members.

What is the responsibility of the KYC Power Bosun?

In short, similar to a ship's bosun responsibility, the KYC Power Bosun ensures the seaworthiness of the fleet of the KYC owned power vessels. Here are a few of the tasks:

- ensure small craft safety equipment is provisioned for each boat
- regularly inspect hulls for damage and motors for damage and wear (take any action needed)
- regularly check steering and outboard controls move freely (take any action needed)
- regularly inspect lifting straps and fittings (take any action needed)
- regularly check crankcase oil levels (take any action needed)
- change crankcase oil and gear case oil at least once a year
- change water/fuel separators yearly
 - move whalers and Black Jack off the pier into the compound, winterize boats and motors after Blue Nose
- prep boats and motors in March for new season and move back to end of pier
- manage all VHF radio's
- Anytime during the season be prepared to action breakdowns, failures and damages (good maintenance reduces failures, well trained operators reduce damage)
- evaluate any requests for use of our power boats to support non-KYC events
- work with club manager to ensure only suitable operators helm our power boats

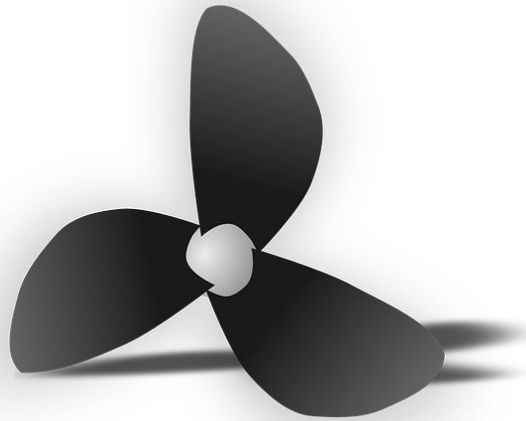
It is very helpful that the Power Bosun is mechanically inclined and familiar with boat and motor maintenance and can do much of the routine maintenance themselves.

Our KYC Fleet of Power Boats

- 17' 1992 Boston Whaler 1995 40hp Honda
- 17' 1996 Boston Whaler 2006 40hp Honda
- 18' 199? custom built aluminum committee boat 2006 75 hp Yamaha (Blackjack)
- 11.5' 1999 Polaris inflatable 2008 20 hp Honda

Interesting Facts

- Black Jack got her name to reflect the lottery gaming grant KYC received to have her custom built
- replacement cost of Black Jack is far in excess of \$50,000 without a motor
 - our 2 whalers are ex- Peregrine Fishing Lodge guide boats from the Queen Charlotte Islands
- our fleet used about 500 liters of fuel last year
- a replacement propeller for a whaler costs about \$350



Club News

Sea Cadets

Diana, Joey and Marco left for summer training on July 6th. Joey qualified for the Sea Cadets National Regatta in Kingston so he'll fly from HMCS Quadra at the end of training. Diana qualified as a spare for the same regatta so she's on standby. Marco will head home at the end of training, towards the end of August.



Marco in the lead with Joey following



Figure 2 Alex and Robert departing from the dock in the safety boat



Diana heading out

Kits Chronicles by Barbara Dill

The Earliest KYC Fleets: The “Flatties”

The “Flattie”, as the name suggests, was a flat boat. Flat bottom, sides and deck. It was an 18 foot centerboard dinghy. A two- person sailboat with a trapeze but no spinnaker. It was “very fast” and easily constructed.

The Seattle Yacht Club held a design competition in 1928 for a simple, safe and fast boat that would get youth involved in sailing. The competition was won by Ted Geary. The boat he designed (the name was later changed to the Geary 18 to honour him) could be built for as little as \$110, including sails and was easily trailered. Plans were available and the design was simple enough that amateurs could build one.

It quickly became very popular in the Pacific Northwest and a number of KYC members were building them in 1934 when the Club decided to build one for inter-club competition. To finance this project, shares were sold for ten cents apiece and each member was given a book to of 20 shares to sell. If they sold them all, they got two shares for themselves.

Phil and Sid Miller, who later successfully sailed Stars and a six meter, were original members of KYC. They built a Flattie and in 1935 their silver-painted “Silver Wing” was trailered to Seattle to compete in the 1st International Flattie Regatta. They won three races in a row and took home the Ted Geary Trophy, a silver scale model of the “Flattie” one or both brothers repeated the feat for the next four years.

The “Flattie” was the largest class at KYC in 1935 when there was a fleet of twelve boats. The “Flattie” continued to be sailed in English Bay and in 1960, Sid Miller crewing for his son, David won the World Championship in “Silver Wings”.

Many sailors were first introduced to sailing on a “Flattie” and people still have fond memories of the boat. They are still being sailed today on lakes in the Pacific Northwest.



From the Staff Captain

New Members

This month, KYC welcomed four new members!

Hewitt, Curtis
Jianu, David
Margolles, Amanda
Tarakcioglu, Deniz

Amanda and Curtis attended the July 20th Welcome New Members evening and it was a pleasure to meet them!

Thursday nights

June 29

Many volunteers have been working on our new 420 sailboats to get them seaworthy. Our Commodore, Brian, is one of these volunteers and, on June 29th, one of the 420s was ready to hit the waves. Brian guided two of our young sailors, Sea Cadet Diana and Brian's son Brendan, to rig the boat.



Diana's father, Mike, Brian, Diana and Brendan rigging the 420 sailboat

Once the boat was ready to go and launched, Brian took on a coaching role and, from the club whaler, he stayed with Diana and Brendan and gave them a great opportunity to “learn by doing” and benefit from Brian's experience and skill. Many thanks to Brian and all the co-op volunteers and very best wishes for future sailing to Diana and Brendan!

July 1st was the Saturday but KYC started the Canada Day celebration a few days early on June 29th...



We had decorations and you can see Kit and Nolan, above, hanging one of our Canadian flag banners.



Deely boppers were the accessory of choice for Claire, above, and Louise, below on the deck.



It was a lovely evening and the outside tables were full of members and guests enjoying the good weather. We had a good turnout and the inside tables filled up quickly as well. As promised, in the

invitation to the June 29th Canada Day evening, there was a quiz. You will note, on the table, the tent cards for teams one through five. Quiz Master, Sheridan, along with Assistant Quiz Master, Brendan, divided everyone into five teams and proceeded with the quiz. There were 25 questions and each team had the chance to answer their question; if they did not have the correct answer, another team could give it a try.

The teams got right into the quiz and soon it appeared the win would go to the very strong Team One but Team Three won with the correct answer to this question:

What is a Bunny Hug?

Charles knew the answer and the victory, and the chocolate maple leaf coins, went to his team.

If you would like the answer to the question, check out binder with the hard copies of The Hailer; the full quiz, with answers, will be there.



July 6

This was a busy night, it was the first Thursday of July and Red Truck was our craft brewery for the evening and it was also the beginning of setting up for the Kits Invitational Regatta.

The Red Truck beers were very popular and went quickly; the IPA, Ale, and Lager disappeared very quickly. The Blackberry Bourbon Ale was different but very tasty; we needed to give people a taste first to encourage them to try it. After tasting it, most people were quite happy to have a glass. We sold out of the Red Truck beers and everyone seemed to enjoy the choice of brewery.

Charles, very kindly, agreed to pose with the homemade Red Truck poster.





Edna, Kit, and Nolan get the deck ready for the evening.



July 6th was a beautiful evening at Kits

July 6 was also a regatta preparation night.



Nolan and Su, with Sheridan in the background getting making regatta preparations

July 13

By all accounts, this was another fun night at Kits. Lindsey was behind the bar, Nelly's provided a great dinner, the weather co-operated and a good time was had by all. Menno and I were sorry to miss the evening but we were at Lake Okanagan, wilting in the heat, but raised a toast towards Kits.

July 20

This was the third Thursday of the month and our Welcome New Members night. Judy Krzus was our official new member greeter and she welcomed two new July members to KYC, Amanda and Curtis plus Lindsey who joined in June and Mercedes who joined in May.

Gregg did a wonderful job behind the bar and I had a lovely evening socializing and chatting – so much so that I forgot to take any pictures – obviously I can't do two things at the same time. Back behind the bar for me!

July 27

As I finish writing the Hailer on July 27th, we are still looking forward to our Summer Barbeque and Ice Cream Sundae Bar evening. To date, 44 people have registered for dinner.

August 3

Still to come, our August craft beer and comfort food evening. The craft brewery for this evening will be 33 Acres. As well as beer, 33 Acres has Cid3r in growlers and I will be sure to get a couple; from the 33 Acres website describing their cider, "This gluten-free hazy pale cider nimbly curls the tips of tongues, rounding about thru applely biting zests, playfully ripe, and brilliantly unfiltered."

Nelly's catering will have another great meal for us.

August 17

Welcome New Members night

Aug 31 Beach Party Theme night with Tacky Tropical Shirt contest!



Pink flamingos, little drink umbrellas, tacky tropical shirts, the whole works! With over a month to go, everyone should have time to dig out or track down a suitably tacky tropical shirt to wear for the evening. If you are stuck for ideas or time, I just checked and Amazon has a large, not terribly expensive, selection of tropical shirts.

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.

Last Silly word

This month, the last silly word is a Fun Nautical fact

Port and Starboard: left and right side of the ship, respectively. What's more interesting is how these terms came about. The starboard is actually the steering paddle or rudder, which in England was in the back-right of the ship, hence starboard = right. Originally, Larboard referred to the left side of the ship (the side the ship was loaded/unloaded on). These two words sounded too similar, particularly when shouted in a storm or battle, so larboard was abandoned and port began to be used, as referring to the side the port was on when loading/unloading cargo, hence the left side.

Courtesy of The Dive Forum