



GARDEN BAY SAILING CLUB

Winter Race Series 2019/20

This month saw the return of Claus Sjogren to the fray. Welcome back!

The weather was very mixed during November, which is to be expected, but we still managed to get in a few drifts!

The results for November were:

Chiquita (Ron Badley)	45.5	Points
Peregrine (David Twentyman)	42.4	“
Infidel (Dale Kerfoot)	31.6	“
Imagine (Alain Catteau)	29.2	“
Frendy (Charlie Park)	26.8	“

The results for October and November were:

Chiquita (Ron Badley)	90.2	Points
Peregrine (David Twentyman)	83.8	“
Infidel (Dale Kerfoot)	71.6	“
Imagine (Alain Catteau)	67.0	“
Te-mer-i-ty (John Verver)	56.3	“

Next Pub Meeting

The next Pub meeting will be after the race on Saturday, 14 December. We will be meeting at the Grasshopper Pub around 3:00 pm.

Video Night

There will be no Video Night in December. Our next showing will be on Wednesday, 22 January, at the Legion.

Race Quiz # 24

Immediately before the starting signal, the crew on Boat X hikes out and momentarily extends his arms straight out over his head. At the starting signal his hands are on the course side of the starting line but the boat's hull is behind the line. The race committee signals an individual recall, and subsequently scores X as OCS (On Course Side) because she did not return to the restart side of the line and start, thereby breaking rule 28.1, Sailing the Course. X requests redress under rule 62.1(a), Redress. At the hearing, X claims that the race committee has erred in that her hull was behind the starting line at the starting signal, and her crew's hands were not in a normal position at the

time. You are on the protest committee; how would you decide this?

Carol Ship Parade

The Carol Ship Parade is scheduled for Friday, 20 December. Boats are to assemble in the vicinity of Madeira Park around 5:30. The parade will begin at 6:00 pm.

Following the parade, boats will gather at Pender Harbour Resort (Duncan Cove) for a celebration, to which you are invited. Why not bring something to share?

Answer to Quiz # 24

The race committee's action to score Boat X OCS is upheld. Rule 28.1, Sailing the Course, requires boats to "start." The definition Start states that "A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal...any part of her hull, crew or equipment crosses the starting line in the direction of the first mark," No mention is made of "normal position." Because X did not have her hull, crew and equipment entirely on the pre-start side of the line at or after the starting signal, she failed to start. Under rule A5, Scores Determined by the Race Committee, the race committee has the authority to score X OCS without giving her a hearing.

Skipper's Profile Anders Rahmberg

As a little tyke I spent the summers at my grandmother's farm in Rydholm not far from my birthplace, Göteborg, on the west coast of Sweden. The farm was beside a small lake. My brother and I spent endless hours on the lake rowing and fishing, and in the lake swimming. If you didn't have your first swim at Easter you were a wimp. The boat was a small flat bottomed vessel with little stability and rather large cracks in the planks allowing copious amounts of

water into the boat. One day, we decided to turn our little ship into a sailboat. A pole, used for drying hay, was "borrowed" from my uncle. With this pole and a bed sheet, from the farmhouse, we fashioned, in true Viking manner, a square rig for the boat. And so I was introduced to the magical world of sailing.

Another uncle had a place on the North Sea. Although not a sailor, he did buy a small sailing dinghy for his kids. It was an early fibreglass boat with wooden spars and red sails. My cousin Annika really wanted a horse but my uncle decided that a sailboat was a lot less bother. In this boat, by trial and error, I learned to sail not only downwind but also tacking against the wind. This was great; you didn't have to row home! From my uncle's place to the town of Lysekil it is about 5 km by boat across the mouth of the Gullmarfjord.

A nasty stretch of water open to the North Sea. In Lysekil, one could buy delicious ice cream and naturally we set out on an expedition to procure such a treat. Of course without lifejackets or any means of communication and we had not yet learned about reefing. Luckily, we survived this rather harrowing experience. .

Years later in Toronto, with my wife Suzanne, we bought a Siren, a 17'-2" sailboat with a small cuddy cabin. The boat was built by Vandestat & McGruer Ltd in Owen Sound. With this little boat, we sailed in Lake Ontario around Toronto. We trailered "Tilda of Toronto" to Georgian Bay on Lake Huron where we spent a memorable few weeks with nice weather and warm water for swimming. Moored in Little Current, a rather large power boat decided to tie up behind us. He approached quite fast from the rear and intended to smartly throw the engine in

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reverse to stop and at the same time prop walk the boat to the dock where helping hands were waiting. A move sure to impress the audience on the dock. Sometimes things do not work as planned. The reverse did not engage and the boat, to the spectators horror, rapidly approached our little boat with Suzanne trapped inside the cabin. The boat glanced off our stern and took off down the channel. Luckily, there was more damage to the captain's ego than to our little boat. We became instant celebrities and spent the afternoon drinking very large Manhattans and having pot roast dinner in a big sailboat from Detroit.

We arrived in Vancouver in November 1976 and for a few years we



looked after an O'Day 22 sailing out of Burrard Civic Marina. We bought a 22 foot Westerly Cirrus, a small and stout British built boat, large enough to hold our expanding family. The Westerly was built like a tank; unfortunately it also sailed like one. It did have an in-board diesel engine, a very heavy lump of iron producing 7 HP. With this boat, we cruised the local waters. We spent a lot of time at Plumper's Cove with our three kids and a wet golden retriever.

With the whole family, except the wet golden retriever, we chartered a 42 foot Beneteau in St. Maarten in the Caribbean and sailed to St. Barts and Anguilla as well as around St. Maarten. Great sailing, cold beer, fantastic

weather and warm water, life was good. So good in fact that we went back a few years later and again chartered a boat, this time in English Harbour Antigua. From there we sailed to Barbuda, a speck of an island 20 miles N/E of Antigua. Great beaches, no hotels and no tourists. Unfortunately, the small village on the island, has since been destroyed by a hurricane. From there, we sailed to Nevis, St. Kits, and St. Barts and to St. Maarten where we left the boat.

Our son, Mikael, was at this time heavily involved in dinghy racing out of RVYC. We did road trips as far east as Kingston, Ontario and as far west as Victoria. We even went to Aarhus, Denmark, where Mikael sailed in the Europe dinghy World Champion-ship.

When we travelled the North and South Islands of New Zealand, we chartered a catamaran in the Bay of Islands. Another great place for sailing. We feasted on green tipped mussels and oysters most every day. While in Auckland, my son and I went sailing on one of the old America's Cup Boats. As we went to the boat there was a lot of commotion, press and security. We thought it was a nice welcome but a little overdone. As it turned out the fuss was not about us but for Prince Andrew who was going to sail on the other America's Cup boat the same time.

The Westerly Cirrus was replaced by a 30 foot Albin Ballad, "Linnea", and the Golden Retriever by a Scottish Terrier. With "Linnea" we sailed the Gulf Islands, Desolation Sound and waters in between.

Upon retirement from a career in engineering, we planned to buy a bigger boat and spend more time cruising the coast. However, we spent the boat money on a house in Garden Bay, a far safer investment, and kept "Linnea". The Scottie was sadly gone.



From our new house, we could see the sailboat races on Saturdays. Having never raced before, I thought it looked like fun and decided to take the plunge into sailboat racing. I got in contact with David and he kindly took me out on Peregrine a few times to show me the ropes. Daily viewing of racing rule videos on YouTube helped me get a grasp of the rules. Finally, I was ready for my first race. I got most annoyed when everybody took off and I was drifting around in the light wind, not moving. I learnt that 500 lbs of cruising gear in the boat and a dirty bottom was not really conducive to racing. Out went the spare anchor and line, library, tool box, spare parts, outboard engine and two bags of stuff I didn't even know was in the boat. Over to Bob Fielding for a power wash and things started to improve.

I want to thank David for taking me out on his boat and the encouragement to start racing, and for his tireless effort in running the club.

Season's Greetings

Louise and I would like to take this opportunity to thank everyone for their continued support and help during 2019, and to wish you and your families **A Very Happy Christmas and Fair Winds in the New Year**

David Ll. Twentyman