

Queen City Historical Timeline Research by the Centennial Committee in 1989

BEGINNINGS

1889

The first recorded meeting of QCYC was July 17th, 1889. (Actually, it was the second meeting). "Meeting held at the World's boat house, 99 and 100 Clendenning's Row, 17th July, to hear report of committee appointed first meeting to draft up constitution and other business connected with working of "Queen City Yacht Club" -

Present: Chairman Mr. T. World, Secretary (protem) Mr. Stone, Messers. C. Wilson, Harding, J. Allan, W. McGee, Ridley, W.H Glendenning, W.J. Foy, H.B. Haight, A. Haight, H. Ross, Edwards, Sharpe, Chase, C. Stone, Whitelaw, F. Parkinson, W. Parkinson, N. Quosbarth."

And the meeting elected T.A.E.'Tommy' World the first Commodore of Q.C.Y.C., with W. McGill, Vice-commodore and W.H. Clendinning, Captain.

After election, the Commodore was instructed to get a charter "with as little delay as possible". The first clubhouse was chosen •••• ' that the club do take boathouse No. 101 with room above from • W. H. Clendenning for the season at the rate of \$5 a month •• " There were gifts on the spot to furnish it - - 'The Chase', a picture, Mr. World, a chandelier with lamp • • .", a subscription to "The World" newspaper for 18 months, and to 'Forest and Stream' for 1 year. Mr. Wilson offered a prize for the first race under QCYC auspices a life size l painting of the winner, who was Mr. W.H.Clendinning.

At the meeting of July 24, 1889; 22' new member were admitted -but the only indication of total membership on record appears in the "Toronto World" for August 26/89 which reports under the heading "QCYC sealed handicap race". "The above club has only been formed a month, has about 60 members and twenty boats and a nice club at Clendenning's west side. Its object at present is to promote the interest in sailing of boats 25 feet waterline and under. The committees appointed will do their best to make this club second to none in Canada."

100 keys were cut @ 25¢ each for the members. For the "nice clubhouse" the officers had ordered "eight plain chairs at 65¢ each and four rockers at 75¢ each."

On July 31, 1889 Queen City got its first sailing committee, its house committee, Chose its ensign (the Red Ensign with a gold maple leaf in the lower fly) and burgee (horizontal stripes of blue and old gold with the initials of the club in the centre.)

On August 7, 1889 the executive committee met again and there appears this puzzling entry I "Declaration for Charter re.ad and following amendments made - moved by Mr. Haight and seconded by Mr. Clendinning 'that names 'Mr. Wilson and H. Parkins on be taken out! Also the, name Toronto Yacht Club be erased. - - carried"- - puzzling because all various garbled histories available had the Toronto Yacht Club defunct for yea these many years.

Commodore World presented a Challenge Cup to be sailed for by Class boats.

Queen City's first race was sailed August 10/89 and was won by W.H. Clendenning the prizes being a new ensign and burgee and a life-size painting of himself by Mr. Wilson. Coincidentally yacht racing in those days

was a business - first prizes in the Toronto area yacht races recorded in the Toronto World being \$100.00. There appears in the club files of later years a complaint from one member that small prizes prevented a man from recouping any of the outlay on his boat.

On August 15, 1889 Queen City received its charter.

Apparently the House committees got into hot water with the board in those days too, for there appears in the records for August 28 of the foundation year an entry that the executive committee told the house committee that "unless they attend to the duties pertaining to their office "We will elect other members in their place."

A minor row breezed up in September when the Toronto World reported "A meeting of the Queen City Yacht Club will be held at the club house this evening at 8 o'clock. It is said there is considerable dissatisfaction among the members of the newly-organized Queen City Yacht Club owing to an organized clique which has somewhat depreciated the club and left many desirable members from joining." The General Meeting felt it was a storm in a teacup and decided to forget it.

About this time the club decided to expand. They took Clendinning's boathouses # 99, 100 and 101 at a rent of \$140 a year. The club hired its first staff - "a caretaker engaged at \$3.00 a month to clean the club rooms every other day."

Then came what must have been Queen City Yacht Club's first work party " - - Mr. Endoll has kindly offered, along with others of the club, to take down partitions and do all necessary things connected therewith." How much the club had grown in membership by the end of 1889 is not known but 200 books of the constitution were ordered from the printers, "for sale to the members at 10¢ a copy."

1890

At the end of the year, November 11, 1889 QCYC joined the Lake Yachting Racing Association and on January 24, 1890 adopted LYRA measuring rules.

On February 11, 1890, the club membership Subscription was set at \$5.00 a year and the club expanded further by taking over "another room at \$15.00 a year."

The club by this time had held two "smoking concerts" and despite the loss on these events, decided to have another. In fact for these "smoking concerts" the board later ordered the buying of a number of clay pipes. The Club would no longer absorb the cost - subscription fee - 25¢

In March, 1890, the club decided to buy a club dinghy - "price not to exceed \$30.00."

And some inter-club bickering ••• "that the Secretary be instructed to write the Royal Canadian Yacht Club in reference to mooring her yachts in front of the QCYC Clubhouse." Incidentally, the club took over yet another boathouse a few weeks later - 102 Clendinning Row.

Unfortunately, at the QCYC second annual general meeting the records do nothing to round out the first years. All we know is that the, Commodore and other officers gave their reports. However they appointed new officers with James Allan, Commodore. The new officers fixed new prices for lockers: "\$2.50 for large and \$1.50 for

small, and they made small allowances for the distaff side."That the Board room be at the disposal of Lady visitors, with hooks for their wraps, and that a mirror be placed in the Board room."

May 13, 1890 recorded the uniform regulations - Commodore's badge - An oval wreath of maple leaves, open at the top with two gold fouled anchors crossed flukes downwards, placed midway in the opening the letters QCYC to be worked across the centre of the wreath with three gold stars underneath the letters." Vice-commodore - the same with two stars. Captain - one star. Secretary, Treasurer and Measurers badges to have the scripted initial S,T or M instead of the stars. Members' badges were just the two fouled anchors with QCYC beneath them.

Between March and May, 1890 sixty-two new members were admitted to the club and another twenty-two during the season.

Still trouble with RCYC - - June 10/90 - the Commodore was instructed to take a committee "to wait on the RCYC in reference to their yachts being moored in part of our premises."

And here it comes again ••• July 1, 1890 -"that the executive request House Committee to attend to their duties or resign their office." Not only that but on July 14/90 "that the secretary be instructed to write to the chairman of the House Committee for a full report on the doings of his committee for the season and also for an account of the monies paid out for carnival purposes and that he be on hand for the next executive meeting."

And some more staff - "that we advertise for a boy to act as caretaker; wages to be \$3.00 a week."

Queen City held its first LYRA regatta on August 15-16 of that year. Apparently it was a custom in those days for LYRA regattas to be held several times a year. Queen City, being a new club, called a (50¢ each) special meeting to discuss regatta costs and decided to ask for Subscriptions from club members and "that if the subscriptions be not sufficient, the members here present agree to make up any sum needed"

Sept. 20, 1890 - well, what do you know! -the House Committee Chairman quit!

An assessment of \$2.00 was ordered on each club member. The club at that time had little money and the balance sheet was \$142.19 in the red. At the next meeting the Club introduced its first initiation fee - \$2.50, half the annual subscription.

It seems that at the end of the racing season, the club's winter occupation of Smoking Concerts' was causing some dissent - they were losing money! "No more smoking concerts to be given at club expense - when given they should be by private subscription or assessment. The program for the next concert to be divided into 3 parts, with all refreshments excepting cigars should be served during the two intermissions - amended - that the smoking concert be held all in one part, with liquor served only AFTER the concert - carried - Moved and carried that NO intoxicating liquor be served at the next smoking concert - carried! The next dry concert to be New Year's Eve.

January 9, 1891 - the house Committee quits again.

You might think that modern day meetings cause some arguments. What about this one on January 13, 1891: "Moved by Mr. W.F. Thomas, seconded by G.W. Stinson, that the house committee be instructed to repair broken glass in the door. Moved an amendment by Mr. Stoddart, seconded by Mr. Armstrong, that the club get glass repaired and charge it to the party who broke it. Moved an amendment to the amendment by Mr. Thomas,

seconded by Mr. Endall, that club put glass in at its own expense and collect from party who broke it if he is agreeable to pay; it is not then the club to bear the expense." The amendment to the amendment was carried

The Club sent a team, with Commodore Allan as Captain, to compete in the Argonaut Rowing Club's Tug-of-war.

1891

Jan. 50 members who had paid the assessment, 41 who had not - 91 members

Nearly two years in operation and the club was hearing murmurings for a new clubhouse. On February 10, 1891, the club set up a special committee to look into it. On the 26th of February the committee reported back: "To the Members of Queen City Yacht Club- The Special Committee appointed at the last meeting to look into the possibility of a new clubhouse beg to report as follows:

1) that the scheme re scows and boathouse thereon could not be successfully carried out as Mr. Hodgson would not guarantee against damage by flood or tempest, also because the committee considered that on account of the expense, it would be impractical so they abandoned it.

2) That they also looked around to see if they could find a suitable piece of ground to build a clubhouse, but could find no place suitable.

3) Your committee then deemed it advisable to interview the owners of our present clubhouse to see what they would do for us. Your committee interviewed them with the result that they agreed to give us a lease for the clubhouse for two years from the first of April, 1891, at a rental of \$250.00 a year, such to be paid quarterly, in advance. They will close the doors at the eastern side, put in two new large doors at the south end of the boathouse, will put down floating platform at the southerly extremity of the Club premises to be about 20 feet long to change rack so that boats will lie north and south, instead of east and west.

Your committee had a draft lease drawn up and submitted to Messrs. Elgie and Stewart for approval. They approved the same. Your committee would recommend that Messrs. Elgie and Stewart's offer be accepted.

Your committee would further recommend that stairs be changed so as to run from south to north and that the closet be removed to the north east corner." The next meeting agreed with the report - and the fees went up to \$7.50

In the minutes of March 31, 1891 appears the first record of the constitution. Incredibly, it was the practice in those days to hold general meetings every month. The aims laid down for Queen City Yacht Club were:

1) to encourage members to become efficient in the management, control and handling of their yachts, skiffs and canoes and in all matters pertaining to seamanship.

2) to promote yacht, skiff and canoe sailing and racing in Canadian waters.

Odd things that might interest the present-day members - any committee member who absented himself from three consecutive meetings could be expelled from office. Any member struck off for non-payment of dues was not allowed back in the club again, even as a guest. If anybody wanting to resign, hadn't given his notice by February 1, then the club was entitled to collect his dues for the ensuing year.

To change the constitution required two weeks notice of motion, and a two-thirds majority vote of members. Under 'club signals' now there appears, without explanation, a change in the original burgee - from blue and old gold to white and blue. The ensign remains the same - red with a maple leaf in the fly. The club colours remained blue and old gold until April, 1892. The Commodores flag was red, the Vice-commodore white and the Fleet Captain blue, each with a maple leaf. And they were sticklers for regulation - if those officers were not on board, then down came their flag, and up went the club burgee.

June 1891 - the Ministry of Marine presented QCYC with the Tupper Cup and the club decided that each class should race for it annually, in rotation.

Letter of condolence sent to Lady McDonald (Sir John A.) from the Club.

Sept. '91 - Commodore Dodd presented a Cup to the Club to be sailed for by the 21' Class - won by Mr. N.B. Eagan; World Cup - by a Mr. A. Taylor, Tupper Cup and Flag to Mr. Schofield.

Weekly Smoking Concerts continued during the winter months.

November, 1891- application was made to the Lieut. Governor on behalf of QCYC for a charter. The general meeting of April 12, 1892 accepted the new charter and we became QCYC Ltd. and all executive members from then on were referred to as the Board of Directors.

1892

In April of 1892 the club colours were formally changed from blue and old gold to blue and white. The burgee had already been changed to blue and white the year before. From this time forward general meetings ceased and the Board of Directors met regularly. The original Charter had a capital of \$3,000 with 600 shares @ \$5 each. Anyone joining the new organization must be proposed and seconded and with application forms went their application for stock in QCYC Ltd. Each new member bought stock - usually 2 shares.

By the way - 1892 - "that a Guaranty Company's bond for \$50.00 be required from each of the holders of the club Cups."

Weekly Smoking Concerts continued in the winter.

From the archives of the Toronto Harbour Commission:

March, 1892 - Proposed by law prohibiting racing within the Toronto Harbour Channels and within 500 feet of the approaches. There would be a fine of \$20 to any offending vessel racing in Toronto Bay. This resolution was posted to the City Yacht Clubs, as a danger to life and property.

8 March, 1892 - RCYC, the Canadian Marine Association and QCYC, represented by Messers. A.W. Dodd, George Schofield, J.J. Foy, W.D. Thomas, H.O. Bennett and O. Martin begged the THC to rescind the resolution regarding racing in Toronto Harbour. Their Clubs would do all in their power to prevent yachts from interfering in any way with the steamers. Mr. Thomas, on behalf of QCYC asked the THC to reconsider.

19 April, 1892 "deputation from yacht clubs regarding the fact that the.. Board had placed a resolution on it's minute book restricting the racing yachts through the channels leading to the lake; and had promised, on behalf of said clubs to so arrange the future races as to cause as - little inconvenience to vessel owners and as little obstruction in the channels as possible; be it therefore resolved that said resolution become inoperative until such times as further action is taken thereon"

March 26, 1901, the Argonaut Boathouse Co. sublet to the Queen City Yacht Club a section of the water lot 40' x 75'. The lease was for seven years from July 1, 1901 at a rental of \$200.00 per annum. The lease had a clause that allowed cancellation upon giving six months notice and payment to the lessees the value of their clubhouse.

1893

From the files of the Archives of the Toronto Harbour Commission: On April 1, 1893, the Argonaut Boathouse Co. leased 50 foot strip of water lot adjacent to the westerly side of York St. from the City.

Aside from the Annual meeting of QCYC of Toronto Ltd. with the new board members, there are no recorded meetings of the club executive from Oct. 1893 to April 1895.

1894

January 20, 1894 a special meeting was held and it was resolved that "it is desirable that the affairs of the Queen City Yacht Club of Toronto Ltd. be wound up and that George Edwards, Chartered Accountant, is hereby appointed to liquidate." No new board of directors elected. Feb. 3, 1894 - meeting to confirm the action of January 20/94.

1895

April - Annual meeting to elect a new Board of Directors. There are a few old names but there are predominately new names. There is no mention of payment of accounts, or new members accepted, no reference to the previous year's liquidation.

Canada Permanent seems to be the landlord of the Clubhouse, appeals were made to them re-repairs and improvements to the clubhouse - leaking roof, painting of the floor, re-laying of balcony floor and repairs to the floats.

1896

There was almost a complete clear out of the old members and many new names appeared. Records are sketchy and meetings were only held every four or five months

Plumbing was installed in the 'darkroom'.

Jan.- Sincere sympathy sent to RCYC for the loss of their fine club, and its members who sustained heavy private losses in their fire.

1897

Records are equally vague, after March/97 no further records seem to have been kept. A few of the old names are reappearing.

New members - George Gooderham, Ameilus Jarvis, J.J.Robbins Wm. Duncan

1898

Sept. - "A letter was read regarding the site of the new clubhouse" then silence again.

1899

Revenue estimates - \$364.70 expenses - \$345.00

Premises are costlier - \$200.00 a year rent.

Darkroom torn down to make into locker space.

1900

Nov. QCYC was to vacate the club house rented from the Canoe Club on Dec 1, 1900 and move their furniture to the winter rooms rented at 42 Church Street. The financial situation of the club did not permit giving flags for all races for the past season, but only for the Cup and Cruising races.

The new clubhouse to be built on the Argonaut Dock was not to exceed \$2,000 with a dock rental of \$200 yearly.

Dec. - \$1,700 subscribed towards the clubhouse fund, \$800 more was needed to put up the building as designed by A.J. Lennox, architect (Old City Hall, King Edward Hotel, and Casa Loma) he was a member of QCYC.

SAILING COMMITTEE REPORT

20' Class - Varette, Widgen, Arab

Knockabout Class - Janette, Winona, Petrel

17' Class - Nereid, In It, Turtle, Coryell

16' Class - LoDo, Caprice, Whitecap, Spray

20' Class for Lodd's Cup - Varetta finished first, but lost in a foul to Widgeon

16' for Smith Cup - Spray

Tupper Cup - Enid and Petrel raced, but there was no wind-no finish

World Challenge Cup - 17' Class - Nereid

Cruising Cup- Widgeon

Commodores Cup (Louden) 17' Class - In It

Tupper Cup for 22' Class - only starter - Winona

1901

New Clubhouse: Stock subscribed \$1403.75
 Loan by Club \$ 500.00
 Mortgage- \$750-int \$716.70(Imperial Loan Co.) @6%

Nixon the contractor for the carpentry work skipped out and left the building in an unfinished state. Gold Metal Co. undertook completion for a \$110 bonus.

Letter from Secretary of QCYC

Queen City Yacht Club, Limited

LAKE STREET

Toronto, May 28th 1901

Dear Sir:

I beg to notify you that as per resolution past at the last meeting of the Board of Directors of the Queen City Yacht Club, Limited, the FOURTH CALL on the Stock subscribed by you was made and is now due and payable at the TREASURER'S OFFICE. 17 Leader Lane, Toronto. I need not take up your time by impressing upon you the fact of the absolute necessity of paying in this and any other Call unpaid PROMPTLY, as it is imperative that the money should be on hand not later than the 5th of JUNE 1901, so that your Board of Directors will be in a position to payoff liabilities due on the building.

Trusting that this will meet with a quick response,

I remain,

Yours truly,

THOS. A. E. WORLD,
Secretary, Q.C.Y.C. Ltd.
28 Toronto St.

Fees - \$10 annually, Lockers -\$1.50, \$3.00, Racks \$7, \$5, \$3. QCYC Ltd. subscribed at \$50 a share to finance building.

1901

There was a split in the management of Queen City Yacht Club. All business matters, the building, management and repairs of the Clubhouse was in the hands of QCYC Ltd., who in turn rented the clubhouse to the social and sailing club QCYC. These boards were all members of the Club, frequently wearing two hats.

The building of the new clubhouse on the Argonaut Rowing Club dock:

- Complaints to architect Lennox - the doors were too wide,
- plans for two Bay windows were too expensive
- chains for mooring would be too expensive so barrel floats were put in - a 16' platform
- May - attic to be floored
- July - Nixon Contracting gave unsatisfactory work, there was water laying on the balcony, the roof leaked, windows were not working, railings were loose
- stairs taken down and reversed
- plastering to be done, floor and doors installed in the two west rooms
- A stove was to be put in the Club room, and stove pipe holes in the smaller rooms.

From April 1901 - 2 years - new clubhouse rented to QCYC from QCYC Ltd. For \$500 a year

Sept. Stock subscription to furnish main room of the Clubhouse

Nov. - Liquor was being sold on the premises of QCYC, contrary to conditions of the Charter - such sale or barter to be stopped immediately.

1902

Further subscription stock sought to pay expenses

Sailing Committee empowered to ~purchase 6 fifty pound weights (iron) for ~measuring purposes.

Second-hand stove, donated by Mr. World, to be put in the Ladies Parlour. Tank installed in the top flat to supply water for the ladies lavatory.

House committee to spend \$2 on cuspidors

Caretaker was hired for \$3 a week.

Executive Committee sent letters to the Joint Stock Co. to attend to the repairs ie.- leaking roof, leaks in the windows and door, to get the premises in shape for the Grand Opening of the Clubhouse in May

June 30 - Smoking Concert to entertain visiting sailors

500 invitations sent out to fellow yachtsmen for LSSA Regatta at QCYC on June 30, July 1

Assessment of \$2 per member to pay for the regatta.

Locker fees - \$2 a year

Notice put up to members to keep Club float clear, and bring all dinghies into the boathouse.

Euchre parties in the Clubroom.

Purchase of a pool table and arrangements made for the charges to be made for the use of it.

Messres. Ward, Browne and World would each furnish a subscription

to a periodical for the Clubroom.

Rule #7, (re- no liquor) to be suspended for the March 21 Smoker, but said suspension to be no precedent for the future

More lockers built to accommodate need

A landing stage was built on the westside of the club dock.

April 1, 1902 - annual meeting - only 1/3 of the members had taken stock in the Ltd. Co. and others were encouraged to invest in their own club.

"Ladies, when introduced by members may be invited to make use of the club balcony on Saturdays and race days during the season. The Ladies' Parlour shall be for the exclusive use of the ladies on such occasions."

"No liquor shall be exposed for use in the main club room, boat room, or billiard room at any time."

Steward to be engaged at \$8 a week, 1/2 paid by the Club, 1/2 by the boat owners in the club.

Installed track and truck for the handling of dinghies in the boat room

George Aykroyd donated handsome paintings for the Club.

Painting of the skiff "White Cap" donated by Messres. Balty and Phillips

Rule #7 regarding liquor to be suspended for the Regatta days.

A number of committee members were absent because they were with the Coronation Contingent

A race of 14' dinghies was held on Coronation Day, with a flag presented by Oldreive Horn of Kingston. The race was open to all local yacht clubs and boating clubs.

#2 assessment to obtain the services of a permanent steward and to allow the sailing committee a grant to be used for prizes.

House committee complained to QCYC Ltd. about leaks still in the roof and around the windows and doors, and lack of funds to keep the premises in a proper condition,

Oct. club dinghy went missing - reported to the police.

Addition to the north end of the Clubhouse approved

Members of the press - representing the Mail & Empire, Globe, World, Star and Telegram were elected as honorary members.

April - new lease of the club building, etc. to include additional ground 30' to the north of the clubhouse

Steward's quarters on the third floor completed.

Steward hired @ \$25 a month for a 12 month engagement.

New club dinghy to be purchased for no more than \$30

Mr. Ward, on behalf of the special Smoking Concert Committee, handed over to the Club \$45 surplus to be used for fitting up and furnishing the Ladies Parlour.

A Venetian Fete was held in the Bay in July, 1903 in connection with the Home Comer's Festival. The clubhouse was decorated for the occasion and notice sent to all club members that the house would be open to members and their friends for the evening of July 21, 1903. The house committee was authorized to engage an Orchestra for the evening at a cost not to exceed \$10

Monthly dances - the last Thurs. of each month cost 50¢ a double ticket

Weekly Sat. night card parties cost 10¢ a score card.

Tickets and a box were purchased for the financial management of the billiard table

A Uniform for the Steward was a cap and badge with the name "Steward" on it.

With the Steward on premises, the club was now open all year round, members being issued keys.

Water pipes were laid into the club and onto the docks for boat washing.

1904

The House Committee was done away with and the Board of Management increased to 10

Rear Commodore Leadley was thanked for his generous donation of \$200.00, plus a large and handsome boardroom table.

Tickets for the Clubs annual dinner cost \$1.50, the Smoking Concerts cost 25¢

Roof was put over the balcony
Roof was put over balcony
Changes were made in the locker and boat room.
Officers' balcony was roofed over.
A second chimney was installed.
Rent increased to \$600.00 a year.
QCYC had 35 sailing skiffs and yachts, exclusive of dinghies.
Apr. - request from 'Forest and Stream' for a history of the Club.
The Board of Management was divided into 3 committees - Finance, Entertainment and House.
There was an interview with the City to obtain sole rights to the water lot east of the clubhouse.
Applications for membership were to be posted for a period of one week.
Vice-Commodore was requested to procure a cigar and tobacco license for the Club.
The Chairman of the Sailing Committee was to send in information to the Press each week.
Bicycle racks were erected north of the building
All monies earned by the billiard table were to go towards the repair of the same.
Mr. Stollery presented enough Lumber to the Club to construct a fence and door on the north-east corner of the Clubhouse.
The balcony was finished
The Flag Officers and Secretary were to be a committee of 4 to pass any proposals for membership that had been on the Board for a week.
Letter sent to RCYC complaining about the way Hiawatha was managed
Saturday evening card parties to start in Oct. and continue all winter
A Globe stove and water heater were procured for the Billiard Room
A doorway from the Billiard Room to the balcony overlooking the main Clubroom was installed. A new set of pool balls were to be bought for no more than \$10, and a cover for the pool table
The Steward was to be in charge of time checks on the use of the table.

1905

Bank loan of \$250 to build a 2 story addition to the north of the Clubhouse.
Closet installed downstairs
The Steward was instructed that he must not, on any account, sell liquor on the premises, or keep any in his locker.
The balcony to be lit by electric lights for the Regatta.
Admission 25¢ for a Lady and Gent; 25¢ for an additional Lady.

1906

\$50 honorarium to the treasurer
W.J. Foy, one of the original members, was made an 'Honorary Member' of the Club.
The Club 'At Home' was held the first Friday of every month.
Smokers were held regularly. March 3 Smoking Concert to be a Minstrel Show.
There were Club nights for Ladies
Dec. - First Class Concert to 10:30 pm, followed by dancing.
Snowshoe and Ice-boat Section was formed
Rent was increased to \$700.00
The Clubhouse was wired for electric light.

1906

Three new members were added to the sailing committee and were known as the Motor Boat Committee, under the jurisdiction of the Rear-Commodore

Appointment of a Secretary/Treasurer to attend to the routine business of the club @ \$100 a year.

The House and Entertainment Committees were appointed each year by the Board of Management.

Clubhouse was painted - cream with terracotta and green trim

Rent increased to \$800.00 annually

100 shares of stock of QCYC Ltd. transferred to the social Club in payment for the addition, the balcony roffs improvements to the Hall and Boardroom

\$10 honorarium to the Hon. Secretary

Membership cards in leather cases sold for 15¢ Membership - 189

New locks installed on door and floats, and new keys issued to the members, because members in default would not turn in their key and would continue to use the club.

Members had to resign before the 1st of May, or their years due had to be paid. If not, they were put in default and their property was seized until payment was made. Fees not made by July 1st resulted in them ceasing to be members.

Mr. Archer was appointed 'Librarian' 'Motor Boats', 'Boating', 'Rudder', 'Munsey's' subscribed to, 'Outdoors Canada' discontinued.

Commodore and Rear-Commodore furnished subscriptions to 'Mail & Empire' and 'The Illustrated London News'.

A tugboat was procured to tow boats to Hamilton for the LSSA Regatta

A rug and widow curtains were added to the furnishings of the Ladies' Parlour.

A new flag pole was donated and a new Ensign and Burgee procured.

A Megaphone was presented by the Vice-Commodore (provided the Club provide a hanger for the same).

Electric lights were installed in front of the Clubhouse.

The Evening Star newspaper was to be delivered to the Club.

Monthly 'At Homes' were discontinued for the summer due to poor attendance

There were complaints of the motor boats blocking the approach to the floats

Motor boat cruise to Oakville -QCYC, RCYC and NYC

Motor Boat owners placed their boats at the disposal of the Club for ladies Night on July 25/06

Regatta Sept.5

1907

New Badge for Club submitted and accepted. For sale @ \$1.50 ea.

Annual fee \$10 - no discounts for early payment

Salary of Sect/Treas. increased to \$250 yearly

With the increase in fee, the Billiard room, Saturday night dances and card parties are to be free to members

Ladies Nights and Smoking Nights still to be charged.

The Commodore interviewed the Assessment Commissioner and made arrangements to visit the Island to locate a site for the Club.

May - 1907 - (Board of Management minutes) "on no condition would beer kegs be allowed on the club premises, and that bottled stuff be kept in a proper place." "profane language on the Club premises would not be permitted under penalty of suspension - on complaint that such language was used in speaking to the Commodore ... "

May 8 - emergency meeting - Steward's wife refuses to serve refreshments at future monthly entertainments.

Steward's selling gas was interfering with the job he was to do for the Club.

Unauthorized moorings to be removed

SAILING COMMITTEE REPORT

7 Classes

1st Class - Tupper Cup

Yawl Class - Nicolls Cup

Mackinaw Class - Cup from Mr. World

17' Class to include 16' ballast - Dodd Cup

16' Skiff Class

Special Class - World Cup

Dinghy Class - Commeford Cup and Commodore's Flag for highest average

Motor Boat Section - Class A - 25' plus Class B - under 25'

Rear Commodore offered 3 silk flags for the highest average (dinghies and motor boats excepted)

Extra prizes for Cruising races

1st Class - Yawls - Maisie II, Wavecrest, Nada, Omega. Halycon, Nelda, Frances, Milady

16' Skiffs-Trail - Ewing brothers, Attempt - Richard Slee

Mackinaws - Herring Gull, Papoose, Ethel

Specials - Shearwater - S.Salmon

Class C - Wa-Wa, Nanoya, Kathleen, Elaine-Nicolls

14' Dinghies - 17 racing dinghies

A. Motors - Osprey, La Ouisseau, Kawartha, Marjorie, Silverheels, Razorback

B. Motors Lillybell, Say Where, What Next, Arrow, Sunshine, Mad Cap, Nautillus, Vestper

Duplicate numbers were procured from 1 to 100 and sold to the members at cost. No competitor was to be recognized unless he carried the official number of the Club - to be carried on both sides of the mainsail.

1907 Regatta - Sept.15

Orchestra - 3 pieces for the afternoon - 2 to 5 pm. Drums to be added in the evening. Pianist to be required all day and evening

\$60.00 for the catering from 6pm to 7:00 pm

Tickets - \$1.00, ladies complimentary for dinner and dance. Complimentary tickets to outside clubs and the Press

Oct. Presentation of Cups and prizes to be made at a Smoker or a Card party

Ladies Privileges are discontinued from Oct. to May 1st.

Committee looking into the Island Site for a new Clubhouse, received absolute promise of the best site possible.

Two boxes obtained for the Friday evening production of "the Pirates of Penzance" by the Argonaut Rowing Club. QCYC members attending to pay for same.

Picture shows and Smokers for winter entertainment.

1908

Each Class was designated by letters

A - First Class yachts

B - Yawls and Mackinaws

C - Specials

D - 17' class and 16' Knockabouts

E - 16' class

F - Miscellaneous

G - Dinghy Class

Motor Boat Cruising races prizes 1 - \$3, 2 - \$2, 3 - \$1

Georgina Cup for the Motor Boat Class

LSSA delegates - Mr. Salmon and Mr. G. Beswick

C Class boats - Caleroo, Sheawater, Nauoga, Elaine

D Class - Canada, Adel, Nelda, Halcyon, Vesta, Maysia, Miladi

Motor Boats - Osprey, Razorback, Ranger, Marjorie, Madcap, Alexandra, Lily Bell, Kelvin

\$5 wreath for the funeral of Edward Hanlan

Stag Euchre party and Oyster supper - 25¢

Annual Dinner - \$1.50 at the St. Charles Hotel - Budget - entertainment - \$15 (pianist and talent) Refreshments and cigars - \$20 Decorations

'At Home' at the Metropolitan Assembly Rooms

All entertainments are now charge for, as previous seasons, making them free in 1907 was not a success.

QCYC had a Hockey team in the Toronto Aquatic Hockey League.

Apr. tried to purchase a new club dinghy for no more than \$40, but had to go to \$55

Tried to purchase the Billiard table of the late Dr. Peaker for \$75 but it was not possible, so the board approved a repair to the old table for \$28.

May 25 - clubhouse opens for the summer season

Purchase of a Heinzman piano for \$245 @ \$6 a month @ 6% interest.

Chandelier was changed from gas to electricity.

Rent goes to \$900

Oct. 15 - Ladies Parlour was closed for the season, rug removed and the room put in shape for the members use.

Sailing Committee Report

st Class - A - Canada - Whitney, Maysia - Schmidt, Nelda - Pringle, Haleyon - Hales, Omega - Self, Vesta -

Elles, Adele - Gooderham, Heln - Smith

Class B - Mackinaws - Herring Gull - Thomson, Papoose - Clarke, Ethelwynn - Berry

Class C Specials - Shearwater - Salmon, Elaine - Nilcolls, Zenobia - Medland, Nanoya - Rolls, Doris, Polaris,

Calaroo - Blachador

Motor Boats - Osprey - Commeford, Marjorie - Armstrong, Odessa - Schwalin, Raxorback - Pearcy, La Oisseau

- Phelan/McLaw, Ranger - Craig/Marsh, Madcap - Bolton/Sparling, Alexandra, Lily Belle, Kelvin - Cuff

Class E - Trail - Ewing brothers

Class F - Togo - Sommerville, Sanderson, Carriel, Taylor, Marshall, Holmes

Dinghies - Henderson, Mishaw, Osborne, Durnan, Bonner, Martin, Beswick, Fanbeau, Armstrong, Reid,

Jefferies, Gordon

Cruise to Oakville

1909

Class E changed to Class D

Class B open for Championship Flag donated by Mr. Ellis

LYRA delegate - Mr. Downard

Challenge Shields donated by Mr. Whitney and Mr. Martin

Mervin Armstrong Cup - highest average in all classes'

Cruising races to Niagara, Port Dalhousie, Oakville, Hamilton and Olcott

Ladies race - Sept. 25th

Class A Motor. Boat - Gypsy - L.L. Martin

Feb. 20 - an 'Old Time Monster Smoker- to be held in St. George's Hall with the purpose of making money for the Entertainment Committee.

Ladies Night - Jan. 15

January 12, 1909 - from the minutes of the Board of Management. A 'read-between-the-lines-drama ... the saga of the Steward and the unsatisfactory service rendered':

"Over the months in 1908, complaints of neglect of duties, fraternizing with the Steward of the Argonaut Rowing Club during working hours (to the point that the ARC was asked to keep their Steward off QCYC premises) time spent selling gas to non-members and the clubhouse being unclean. And his wife refused duties assigned to her. He was given his notice by the Board as of Jan. 21, 1909, "with one month's salary and \$15 in lieu of the use of Quarters for one month - and if on Ladies Night, Jan.15, the orders given him by Secretary of the Entertainment Committee were not carried out, he was to be discharged summarily"

Jan. 21, 1909 - Special meeting to appoint a committee to look over applications for the position of caretaker.

Feb. 2, 1909 - after interviewing 10 applicants on Jan. 22, a Mr. Eagle was engaged temporarily.

Feb. 9, 1909 - A request signed by 80 members of the Club requesting a special meeting of the Club to discuss the discharge of J. Dailey. As the matter had been brought up at the General Meeting of Feb. 2, the Board of Management decided that no further action would be taken. Mr. Eagle, and his wife, were to be engaged permanently on Feb. 25th for a year at \$25 a month. In the event of the ex-caretaker not vacating the premises by Feb 22, legal action would be taken.

Feb 25. 1909 - the Board of Directors accepted the Insurance Company's award of \$1,331.00 for loss and damages by fire on Feb. 15, in the caretakers quarters Mr. Eagle was given temporary use of the Ladies Rooms, with the privilege of storing his goods in the corner of the Main Room until his quarters upstairs were ready for occupancy, "From evidence before the Board relating to the conduct of the ex-caretaker John Dailey, he be prohibited from coming on the premises, either as a guest or private servant of any member or members, and any member making breach of this regulation be suspended".

Mar. 9. 1909 - letter from Heyd and Heyd re- complaint of John Dailey was filed.

March - a pole was placed for stepping masts

Rules and regulations were drawn up and posted governing caretakers.

New flagpole installed on the new balcony

Opening night - May 19th

Visitor's balcony extended east to south/east corner of building.

From May 19 the Steward was to fire the gun at 8am and again at sundown.

House Committee Prices for meals in the dining room.

Hot Dinner - 35¢

Cold lunch - 25¢

Supper - 25¢

Cake, bread & butter and tea 15¢

Bread & butter 10¢

Pot of tea - 10¢

Cup of tea 5¢

Cards were posted notifying members that Hot Dinners must be ordered at least 3 hours before time wanted and on Saturday afternoon for Sunday.

June - letters 'QCYC' put on the south end of the building

Newly acquired wharf - 6' board fence to be put on it and two floats to cover all but 10' of it.

Sailing Committee report on "conduct of some QCYC members at the Port of Niagara on June 19. 1909" letter to be sent to the Skippers of the different boats who were at the Port of Niagara on Sat., June 19. regarding their conduct, asking them to kindly refrain from this kind of conduct in the future. '!'

Lease renewed with the Argonaut Seat House Co. for 7 years from July 1, 1908 @ \$300 a year. In 1909 this amount goes to \$350, the extra \$50 being for the added area north of the Clubhouse, south of Ackroyd's.

Rebate in the rent of the Clubhouse of \$200, rent goes from \$900 to \$700

There was a motion that a member be written regarding a complaint about the way he put away his dinghy, also a note from the house committee about his leaving beer cases lying about.

Ladies prohibited from using the members balcony and the Main Room.

Notice to be put on balcony bars and main door to the Clubroom "MEMBERS ONLY"

Regatta Prizes to be Cups - 9 Cups to be bought for \$60

Class A - First Class Boats over 20'

Class B - Yawls and Mackinaws

Class C - Specials

Class D - 16' Skiffs - open

Class E - 16' Winghip Sloop Rigged - open

Class F - Miscellaneous

QCYC skipper George Corneill dominated the 16' competition on Toronto Bay

14' dinghies - open

Class A Motor Boats - 8 1/2 to 10 mph

Class B Motor Boats - under 8 1/2 mph

Letter was sent to the Toronto Ferry Co. acquainting them with the date of the Regatta, asking them to give our boats as much chance as possible when crossing their lines.

Grenadier Band engaged for the afternoon, performing on a scow provided by the City. An orchestra was hired for the evening. Catering for 200 @ \$70.00

Discussion of the amalgamation of QCYC Ltd. and QCYC Social Club.

Honorary Membership given to Mr. Robert Tyson, being one of the oldest members of the club and Commodore in 1895

Oct. 15 - Free Snooker in connection with the presentation of racing prizes

Gas grate put in the Main Room

Steward instructed to lock up the pool balls when they are not in use, and to be sure to mark the time of starting and the time of finishing on each card so that he can be sure to collect the rate of 20¢ an hour.

NOTICE - Anyone misusing Club literature, or throwing snuff, etc. on the Club premises will be liable to immediate suspension by order, Board of Management.

1910

Whitney Cup - seamanship race - Class A boat

Lillian Cup donated by Mrs. Newman - highest average points

Ladies' Room to be opened to Ladies every afternoon from 2 to 6, except Sunday.

A letter was written to a member, drawing to his attention section 5 and 7 of the house rules which state that no member will be allowed to introduce a lady in the Club from Oct. until May. Also that no ladies are allowed in the locker rooms, and notifying him that any further abuse of club privileges will lead to his immediate suspension.

A letter was sent to Mayor regarding the disgraceful condition of the sidewalk from the York St. bridge to the south side of Lake Avenue.

Motion restricting Ladies from using the main room be rescinded and the sign on the entrance door be removed.

Yachting magazines subscribed to - 'Yachting', 'Rudder', 'Motor Boat' and 'Outing'

Club membership was limited to 300

Regatta Budget: Cups - \$60, Flags - \$20, Printing invitations & tickets - \$20, Music - \$20

Borrow two scows from the City.

Doorkeeper to be stationed at the foot of the stairs.

Wreath purchased for the 'NELDA' victims, and a letter of condolence sent to owner William Tobias, QCYC boat lost in a storm on July 23, 1910 in which two lives were lost

Sept., 1910 - Board of Management

A suggestion that no Jews be allowed to join the club and that any that are members at present be ejected from the club membership, was brought up, and on consideration by the Board was laid on the table until the next meeting.

Oct. 1910 - Board of Management

Moved by C. A. Hutchinson, seconded by R. Humphrey that a recommendation be forwarded to the General Meeting as an amendment to the Bylaws that the Club refuse admitting to membership to all Hebrews, Negroes and other undesirable persons. F.S. Knowland against, carried - this as such was NOT put to the annual general meeting as an amendment, but Article IV, Section 3 was amended to incorporate a 'Board of Enquiry, to consist of 2 members of the Board of Management whose duties shall be to enquire about proposed Candidates for membership, and report thereon to the Board of Management at the first meeting thereafter'.

The Entertainment Committee was instructed to find means of making the Club more comfortable, cosier and more attractive for the members during the winter months.

Fees were raised to \$15, lockers were \$5 and \$3

Annual Dinner @ \$2 a plate at George S McConkey's Hotel - no liquor to be served. \$30 budget for talent.

Complimentaries sent to RCYC, RHYC, NYC, Parkdale Canoe Club, Toronto Motor Boat Club, Toronto Canoe Club, ARC, AYC, Mayor Geary, Amelius Jarvis, Chairman of the Harbour Commission and L. Soloman, Toronto Ferry Co. and the press.

Rent increased to \$1,000, amended to \$750 a month later.

Valuation of the clubhouse - \$7,000

Dec.-the President of QCYC Ltd. was requested to obtain a rough plan of the proposed building for the Island site, and to consult an architect.

Ex-Commodore World was presented with a gold watch, when due to ill health he did not run for office again.

Sailing Committee Report

Whitney Cup - seamanship race - Class A boats

Lillian Cup - donated by Mrs. Newman - highest average points in Classes A, B and C

Downard Trophy - Class A

Turning Bouys - Blue barrels with white letters QCYC on them - without flags, except for open races

Cruising Races to Hamilton, Port Dalhousie, Frenchman's Bay, Oakville

1911

Class A - Tupper Cup

Class B - Downard Cup

Class C - Nicholls Cup

Class D Smith Cup

Class E - World Cup

Class F - Dodds Cup

Seamanship - Whitney Cup

Championship of A, Band C Class - Lillian Cup

Cruises to Oakville, Port Dalhousie, Olcott.

Money prizes to entice dinghy sailors to race.

Some of the boats in the fleet - Verona, Halcyon, Albion, Eileen, Viking, Milady, Maizie, Clip, Ruth, Miami.

Classes D, E and F struck off the season's racing for lack of interest.

Successful year, with 180 members

Instead of having a general meeting as a nominating meeting the month before the Annual General Meeting, a Nominating Committee was appointed.

Entertainment Committee for 1910 had a profit of \$60.94 after having 8 monthly dances, 2 Ladies Nights, and 3 Stags, plus the Annual Dinner and the Annual 'At Home' at the Metropolitan

Assembly Rooms, attended by 65 couples.

Only 5 to 10% of the membership attends the monthly dances.

Dancing Classes are to be provided and all members who do not dance, but desire to learn shall be given free instruction.

Sailing Committee

35 class races held, 5 in each of 7 classes

3 all class cruises

1 seamanship race

Championship of the Club - the 'Lillian Trophy', donated by Mrs. Wm. Newman won by Mr. Archer's "Clip"

Class A - Tupper Cup - 'Albion', Mr. McFarlane

Class B - Georgina Cup - 'Elva', Mr. Smith

Class C - Nicolls Cup - 'Clip', Mr. Archer

Class D - Smith Cup - Mr. Wrenshall

Class E - Dodds Cup - geo. Corneil

Class F - World Cup - Mr. Taylor

Dinghy class - Commeford Cup - Mr. Crosbie

All Class Cruiser - Armstrong Cup - 'Halycon', Mr. Hales

Seamanship - Whitney Cup - Mr Hales

Jan. Ladies be allowed to use the Ladies Room afternoons a week Monday to Saturday during Iceboat season

Cup display case to be purchased so that the Cups could stay in the Club.

Lindsay Cup donated to the Club.

Small display case provided for club jewellery

Bumper Smoker to be held on June 30 as part of the LASA Regatta weekend The Club to purchase clay pipes for the invitation Smoker with ribbons in the Club colours attached to same.

Races for Classes D, E and F and Motor Boat B to be cancelled owing to the indifference to racing.

REGATTA - 20 piece 48th Highlanders Band hired for \$45 to play during the afternoon

- a 5 piece orchestra booked for the evening dance for \$20

Motor Boat owners to take the Ladies Motorboating after the races.

A member was brought up before the Board of Management to answer to a charge of bringing persons to the clubhouse of doubtful character. He was put on probation and instructed to discontinue renting his boat out.

A member was notified that he must not have liquor in bottles, or empty bottles, on the club premises, outside of the locker room, unless same is covered up so that it cannot be noticed by members or parties frequenting the Club. Moved and carried that in future no liquor bottles, full or empty be allowed on the premises of the Club, except in the locker room, and covered so as to be obscured from view. New by-law to be posted regarding the covering of all liquor being brought on, or taken from the premises.

Committee to encourage iceboating. Members permitted to bring Ladies to the Club during Iceboating and skating season.

Entertainment Committee - 15 social functions in 1911 season

Dancing classes were a great help in getting members to attend the dances. \$84 surplus.

Sailing Committee

Class A - Tupper Cup - 'Viking', Ewing Bros.

Class B - Downard Cup - 'Maisie', C. Armstrong

Class C - Nicolls Cup - 'Clip', G. Archer

Class F - Dodds Cup - F. Taylor
Dinghies Commeford Cup - G. Caplin
All Class Cruise - Armstrong Cup - 'Halcyon', Hales and Downard
Seamanship - Whitney Cup - 'Milady', Mr. Bond
Championships
A, B and C - 'Lillian Cup - 'Maisie', Armstrong
A Motorboats - Georgina Cup - 'Florence', Mr. Patterson

1912

Opening dance - May 17th, monthly dance held the second Friday of each month. Handsome punch bowl purchased for use at these events.

Mr. World's kind offer of a megaphone for club use was accepted.

Continuing controversy over the Daly Gasoline Scow that for the second year was moored in the QCYC Fleet area. The Harbour Commission said it was the Marine Dept. in Ottawa's concern.

The Steward is to be given one days holiday per week, that day to be Monday, except when a Public Holiday falls on that date.

The House Committee to arrange a substitute in his absence.

REGATTA Toronto Swimming Club Water Sports in the afternoon to take place in front of the balcony to provide amusement while the racing boats are far away

Aquatic events - 1 - 100 yard handicap - 3 heats from the club to the scow

2 Tug-of-war - three men to a side

3 - High and springboard diving

4 - Walking the greasy pole

5 - Dinghy boxing match

6 - Tug-of-war RCYC vs. QCYC 5 men per side

New roof to the addition, and new eavestroughing

Rent - \$750

Glass-in the balcony during the winter

Sills beneath the Clubhouse in bad condition - the Argonaut Rowing Club informed and promised repairs to dock.

Cap badges and fancy hat bands in club colours ordered from Eatons

Gambling going on the club premises - 3 members were shooting craps in the locker room on a Sunday morning and were expelled from the Club. Members were warned that playing pool for money would result in expulsion.

There was a question of Pea Pool, with the understanding that it was illegal.

Iceboat members had no special privileges except what was provided in the house rules.

QCYC 'At Home' at the Metropolitan Assembly Rooms

1913

New Years Eve party and dinner

QCYC hosted the annual meeting and dinner of LYRA at the Canadian Military Institute.

Constant problem of defaulters in payments of fees and locker fees.

Regatta - R.G.Band, 25 men and bandmaster to play from 3 to 6pm for \$55. an orchestra of 3 pieces engaged to play for the dance.

Program of swimming events arranged for the afternoon by the Toronto Sailing Club with \$25 for prizes.

'Klatawa 200' borrowed from the R & O Navigation Co. for use as the judges' boat. It was damaged during the regatta and QCYC was billed.

\$60 to supply 200 guests with refreshments.

Sept. - Mr. World brought up the matter of the Club having to change location in the near future and suggested appointing a committee to deal with the subject.
Re club dance - flat fee of 75¢ raised to \$1 for both members and guests. "Turkey Trot" and other such dances to be prohibited at all club dances
Annual 'At Home' at the Metropolitan Assembly Rooms \$2.50 couple, \$1.00 for an extra lady.
Oct. - letter to Mr. Harris, Property Commissioner in reference to the careless handling of dead bodies.
Letter to the Marine Dept. in Ottawa re - damage to Club boats by the R & O Co and John S. Russell.
July - 1913 - \$125 honorarium paid to the secretary
May - Smoker hold to celebrate the paying off of the mortgage.
Nov. Special meeting in reference to the proposed amalgamation of QCYC Ltd. and the Club, and the Island site. Mr. World President of QCYC Ltd. discussed the manner of taking over the stock of QCYC Ltd. It was considered desirable to acquire a site on or near Ward's Island.
In view of the damaged condition to the under part of the Clubhouse, the matter of holding any more dances there was left in the hands of the Rear- Commodore.
No New Years Dance to be held at the Clubhouse due to recent damage. Repairs are to be done as soon as the ice forms
Card parties and Smokers will be held again as soon as the repairs are done.

1914

Commodore Lindsay, representing the Club at the QCYC Ltd. Annual meeting was elected President of QCYC Ltd. Now that the mortgage is paid off the amalgamation of the two organizations is near completion.
50 names, as read off at the Annual meeting were granted Life Memberships in QCYC in exchange for their stock in QCYC Ltd. being put in trust to the Commodore
July, 1914 - QCYC got a Victrola for the afternoon of the Regatta - the first in the Clubs 'electronic sound'!
(and to think it replaced the 20 man 48th Highlanders or the 25 man Band from previous years)
Boxing match and rowing dinghy races - box of cigars as the prize.
Nov - the Club finances were exhausted, the outstanding accounts were put in the hands of Mr. World for collection. There was a constant list of members in default of fee and gas payments.
Annual Presentation of Sailing Prizes was in the form of a Stag Euchre.

1915

Jan. A Mr. Johnson from Los Angeles generously offered a Cup for competition.
Apr. - The Clubs lighting account was changed from the Toronto Electric Light Company to the Hydro Electric System.
The constitution of the Club was revised in readiness for the May meeting of the Stock Company members.
Amalgamation and stock transfer - For a nominal fee of \$3 and one share of stock of QCYC Ltd. a member got one year's membership.
It was moved that due to the seriousness of the war, and in sympathy for the boys at the front, QCYC should not participate in the LSSA Regatta in 1915 - NOT carried.
All members with the overseas contingent, or preparing, to be placed on the membership roll during the time they are on active service.

1916

In a letter from Mr. M. A. Farquharson, Honorary Secretary of QCYC, dated Dec. 1, 1916, after the interview with the Commissioners and consideration by the Board of Directors of QCYC: " ... we have at present some

twenty or twenty five members of our club at the Front and the prospects for obtaining a largely increased membership during the continuance of the present war, are not very bright. We feel we have to look forward to the future and our present difficulty is to know how to arrange matters until the conclusion of the war, or at such time as it would be possible to largely increase our membership. We had an interview with Mr. Chapman in regard to plans for a new clubhouse, and asked him if he could see any objections to having our present clubhouse placed upon the site at the new Western Channel, as a temporary arrangement, with the idea of adding to it as soon as development would warrant it. He seems to think that this plan might be quite practicable.

We would, therefore, suggest that arrangements should be made with the Argonaut Rowing Club to permit direct negotiations between the Harbour Commissioners and ourselves as to the right as sub-tenants of the Argonaut Rowing Club. If the Commissioners would then agree to prepare foundations on the new site at the Western Channel and to place our present Clubhouse upon these foundations ..."

But the Harbour Commission refused to pay for the foundations and this plan fell through.

In 1916 the City and the Harbour Commission were trying to relocate the Sailing clubs "dispossessed as the harbour improvement work proceeds". These clubs were the Argonaut Rowing Club, QCYC, The Toronto Canoe Club and the Toronto Motor Boat Club.

At a meeting with the Toronto Harbour Commission, Mr. T.A. World, Commodore of QCYC, together with Mr. Archer and two other members of the club discussed sites available that the Commissioners had under construction. They discussed the site they had the option on in the vicinity of Ward's Island, but expressed the belief that they would prefer to be in the neighbourhood of the Old Western Channel at the foot of Bathurst Street - one of the aquatic club site being reserved by the Commission. The quoted rental, per annum, was \$1,500 for a site of 300 ft. frontage, plus taxes. They claimed at the time that the Argonaut property were worth somewhere between \$12,000 and \$14,000. QCYC proposed that the Commissioners pay for the cost of new foundations at the site.

April 1916 - Mr. W. Eagle, Steward of QCYC lent a Dinghy belonging to QCYC to a Mr. Maynard of the THC and by July it was still not to be found

Sept. 1916 - Request from W.D. Thomas, Hon. Treasurer of QCYC that the THC pay \$50 for the missing dinghy

July - the pool table license was to be paid.

QCYC decided to call a Regatta for Aug. 21 and have an impromptu dance following it. Other clubs were informed of the open races in the 14' and 16' Classes.

Towels, supplied free to the members, were going missing.

It was suggested that the Commodore should bring the Club regulations regarding liquor into harmony with the provincial regulations.

May - a letter from A. Jarvis regarding a motor boat patrol of the harbour (He was Harbour Commissioner)

It was brought to the attention of the Board that there were resigned members of the Club who still frequented the Club, and that there were boats with crews, a portion of whom were KOT club members.

Letters to the Harbour Commission regarding a missing dinghy - 'borrowed' by a Harbour Commission employee and never returned.

Union of Clubs - it was suggested that, as all waterfront clubs were scraping along for lack of ready money, that the Toronto Canoe Club, the Argonaut Rowing Club, the Toronto Motor Boat Club and QCYC unite and work together under such a name as the Royal Toronto Aquatic Club.

Aug. - Because of the intoxication of three members of the Club and their being guilty of "conduct unbecoming a gentleman and a member of the Club", No. 10 house rule was struck and the following inserted in its place: "that on and after Sept., 1916, no liquor be allowed on the club premises."

Nov. - Special meeting to lay before the members the matter of a new site for the club, looking into the removal of the Clubhouse either to Ward's Island or the Western Channel. A meeting with the Harbour Board suggested

removal of the clubhouse to a new site on the Western Channel with a 100' frontage, with the privilege of adding frontage to 300' as required.

Entertainment - Sat. night Euchres.

1917

Jan. - Notice to Iceboat men and owners to keep off Club premises

Apr. - Chairmen of the House Committee and the Entertainment Committee were invited to go to the Board of Management meetings but without a vote.

Uniform for the Steward coat and cap.

May - 40 paid up members, 15 likely and 3 new ones -for a total of only 58 members (180 in 1910)

Sept. QCYC was recorded as being opposed to LSSA races on Sunday, all other clubs opposed so it didn't happen

Oct.-Yacht club sites on the Western Channel - the Harbour Commission would prepare the foundations on the sites but they were unwilling to move the Clubhouse. The Club would be given 300' for the rent of 100' @ \$1 per foot plus taxes until improvements were completed.

The cost of the foundations would be \$14,000 and of moving the building \$4,000. The Manager of the THC suggested that the Argonaut Rowing Club, the Toronto Canoe Club, the National Yacht Club and QCYC all get together and move to the site.

It was also suggested that they remain on the dock for 3 years longer - they did.

It was decided that QCYC could not take the LSSA Regatta for 1918, with the drop in membership and lack of funds, they couldn't afford it. There was a constant pursuit of outstanding fees owed by members.

1918

A ways and means committee was struck to help finance the club over the "present strenuous war conditions".

They were to canvas friends and members to subscribe to the club - to form collection teams.

May - regrets were sent to RCYC regarding the burning of their new Clubhouse, and the offer of the use of QCYC during their period of reconstruction.

The dinghy fleet from NYC did use QCYC's hospitality until their new clubhouse was ready (they did move to the Western Channel site)

March, 1918 - from the minutes" Commodore World called attention to the kind offer of Ex-Commodore Armstrong to hold an old members' night next week, Wed. Mar.20 instant. Mr. Armstrong then explained the nature of the entertainment, asked that a progressive Euchre be presented, and stated that liberal refreshments would include the "Noise Feast", with cigars but no stick in the coffee. He asked everyone to respond by inviting all their friends."

There was no sailing committee report in 1918, owing to lack of interest during the season.

The Clubhouse was practically closed down during the winter of 1918/19.

Dec. 1918 - Miss Burt who had purchased the dinghy 'Reverie' from a member of QCYC phoned to asked if she could obtain accommodation at QCYC for the dinghy. She was notified that the Board would have to take up the matter at the next Annual meeting for the purpose of amending the constitution to permit a Lady Membership. It did not happen (they needed more members, but ...)

The Club held entertainments during the winter to try to make money for the club.

June 7. 1919 - Letter to the Harbour Commission from the City Park Dept. "We are being approached by the Queen City Yacht Club with regard to the furnishing of location for their Club premises upon the Island lands known as "Sunfish Island".

Letter from Commodore Thomas A.E. World, QCYC to the Toronto Harbour Commission dated May 27. 1920. " ... to discuss the question of procedure to be taken with the Commission re: valuation of club building on Argonaut dock and our lease.

We have procured a site on Sunfish Island and the Board of Directors of the Club are desirous to have everything settled at the earliest possible moment so as to be in a position to move early next year. You will be pleased to hear that the negotiations towards the amalgamation with the Ward's Island Association are progressing favourably as a result of the suggestion offered by you to that Association and ourselves. The clubhouse was assessed at \$32,276.07. 1919 Sailing season started with a cruise on June 7 to Oakville with 8 starters. 1st O'Gull', 2nd 'Ark', 3rd 'Helen' June 24 - race around the island - 1st - 'Undine', 2nd - 'Rathline' 3rd - 'Helen' then because of lack of interest there was no more racing and the Regatta for 1919 was called off. Dec. - Great storm damaged the clubhouse, the main chimney being blown down. In 1919 the fees were reduced from \$10 to \$8 to encourage new members.

1920

July 7, 1920 - the day the clubhouse sank! Before there was an opportunity to move the clubhouse to the new site on Sunfish Island it slide into the harbour and was declared worth the salvage value of \$300.00! Then began a lengthy correspondence between the Club, its lawyers, the Harbour Commission and their lawyers to ascertain compensation for the loss.

"On or about July 7, 1920, the Yacht Club's building shifted considerably to the east and I understand that there was later some subsidence of the building into the Bay."

"I regret to say that the loss of the building is practically a total one as I understand that the only thing possible to do was to sell the salvage to a wrecker... The Yacht Club is one of the institutions of the Harbour Front and has made a substantial, contribution to the aquatic history of the City. Unfortunately, the building and its contents were the only substantial assets and what has happened has been a disaster. A valuation of the building was made showing a value of \$32,276.07. On the basis on which it was made it might represent substantially the replacement value. I understand that the building itself was in good condition, the subsidence being due to the shifting of the piling eastward so that the allowance for depreciation would not be very substantial. The position of the Club is such, however, that I should be very glad indeed if the Commission would make an appropriation of, say \$15,000.00 to cover the whole matter and I would recommend the Club to Accept it."

".... the Commissioners do not admit your contention that the operations the Commissioners in their development work in the waters of Toronto Bay may have interfered with the stability of the Clubhouse "

"You will remember that their claim was originally \$32,000.00. I told them that this was impossible They then began to talk settlement I would recommend a small settlement rather than go into litigation

"To my mind it is entirely a matter of policy for the Board and, providing the Yacht Club have any claim against the Commissioners, I think the offer to settle for \$15,000.00 is reasonable. It is well known that most of the yacht clubs, or, or that matter any of the aquatic clubs along the waterfront, have been in financial difficulties during the past few years and I presume that consideration has also been given to the fact that we are depriving them of sites along the inner harbour waterfront in the interest of commercial and industrial development, although we are providing these clubs with other sites. We can hardly treat an aquatic or yacht club on the same basis as a commercial one, mainly for the reason that the endeavour is to operate one at a profit and the other to be self sustaining onlylitigation would not of necessity be expensive, at the same time there is the publicity end of it to be considered in view of such an event. I would recommend that they be paid \$15,000.00 in lieu of all claims."

As weeks and months went by without settlement, Commodore T.A.E. World appealed to the Harbour Commission:

"I take the liberty of writing to you in reference to the Queen City Yacht Club's position at the present time. We have succeeded in getting a lease for 21 years - renewable, on Sunfish Island of two acres, and expect that the papers will be signed this week.

The Club is now in a position to proceed with the work of levelling and preparing plans for the dinghy and club quarters, but are held back by the position of affairs between the Commission, Argonauts and ourselves. You have in the past shown every desire to assist the Club, could you bring our case more prominently before your Board, and in so doing, help us to proceed with the work of rebuilding and reorganization.

If something is not done shortly, the members of the Club will think we have given up and gone out of business. Whereas the only thought in the minds of the Board of Directors is to go ahead and build up a grander and greater organization than ever existed in the past, but as our financial position is not strong, they are handicapped in the performance of that duty, and it will be impossible to do very much without the cooperation and generous assistance of your Board.

It seems to me from the present progress, as regards the Argonauts claim, the question of settlement may be kept dragging along for a considerable time, for the reason that they may keep fighting for a larger sum, expecting the Commissioners to give in. Also for the reason that they have many wealthy members, who can and will help them out of any position they may be placed in, while the QCYC have only members to fall back on, who are mostly young men earning moderate salaries, and from whom the Club cannot expect very much.

As you are aware, we have lost our clubhouse and have had to sell it for old junk at \$275.00

The Club places its Life, History, and Record in the Commissioners hands, asking them, now that we have proceeded so far, to assist us at as early a date as possible, so that we can proceed with our program.

I take this opportunity of placing on record the Club's appreciation of your interest in our affairs, to the Commissioners for the manner in which they have dealt with us in the past and trust they will be able to assist the Club in a generous manner towards the aims the Board of Directors have in view, VIZ. the keeping alive the second oldest Yacht Club on Lake Ontario and one that has produced more Yachtsman as sailors in its day, than any other organization of its kind."

Nov. 1920 Board meeting Paid \$80 on account for the wrecking of club building QCYC/Park Commission shows that the site on Sunfish Island does not extend to the water on the NW corner - they would look into extending this.

Cups and Flags - racing flags were sent out and Cups were to be presented at a smoker to be held during the winter.

There were a number of members who hadn't paid their fees before the disaster and would not pay afterwards. Temporary premises were rented

Arrangements were made to get the floats out for the winter and to haul out the boats

Dec. 1920 The secretary was instructed to sign the lease for the Sunfish Island site and to explain to the Harbour Commission that it was not thought advisable to take up their proposition of a site on the city side, on the lakeshore west of Exhibition Park (where the Argonaut Rowing Club and the Toronto Sailing and Canoe Club located)

Mr. McKenzie brought a plan for a clubhouse, and rough sketches of proposed dinghy houses to be erected on eastern side of the Island site.

Sailing Committee 1920

Tupper Cup won by a member of the Ward's Island Assoc.

Georgina Cup- 'Medora' - Churchill Bros.

Dodds Cup - 'Mac' - Mr. McKenzie

Armstrong Cup - 'Medora' - Mr. Churchill

1921

The new company was incorporated - Queen City Yacht Club, with share holders and Social organization.

Jan. - lease signed for Sunfish Island site

Meeting with the Harbour Commission, Argonaut Rowing Club and QCYC assured QCYC that they would receive \$15,000 in settlement for the lost premises (what they had asked for, but had to fight to get)

Commodore World and Secretary R. Van Winkle approved plans for clubhouse and boat house. A committee was instructed to arrange for a retaining wall and ferry service

All members in arrears in fees, rack and locker rent, after Feb 15 were to be struck from the membership roll
Feb. it was decided that if all fees and 1/2 the locker fees were paid, delinquent members would be reinstated.

Mar. Two schemes for a new clubhouse were presented

1) \$22,250 - dance hall 40' X 32"

2) \$24,500 - dance hall - 68' X 32'

#2 was chosen as the most desirable

plan #3 - a house @ \$19,250 was approved to be completed June 15/21

Amount of money on hand was only \$1,400 - how to finance the rest? "a hard nut to crack"

Several contractors were willing to accept schemes on a basis of a 1st mortgage to them of \$7,000 @ 7%, payable \$500 annual principal plus interest. Amended to \$400 annual plus interest.

Plans and History of the club to appear in the Star Weekly. Apr. 1, 1921. (could not be identified by the Committee in 1989)

April - Don't take possession of Sunfish Island until after June 1st so that the taxes would not begin until then
Club purchases dinghy from R. Fisher for club purposes at a cost of \$60, the full amount of his arrears to be deducted from the price.

Discussion of McKenzie's handling of the construction - he was charging the club a 6% architects fee where other architects were only charging 5% - it was felt that as he is a member of the club that this was an imposition! As he was a member of the Board, and entered into all discussions regarding the new building, it was felt that he was forcing their hands, and they had "got the cart before the horse" in authorizing him to let contracts for the building. Then it was discovered that there had been a very drastic error made in the foundations - minimum requirements were insufficient to support the building, and did not comply with the City Building bylaws in that aspect.

McKenzie was authorized to contact Russell & Co. for piling @ \$1,400 for a safe foundation.

May - Cheque from Harbour Commission for \$15,000 in the hands of QCYC solicitors, rent to Argonaut Rowing Club to July 1, 1920 to be paid

June - decided to take out new charter rather than increase the amount of the old one (from \$35,000 to \$100,000) Conferring with Ward's Island Assoc. re- sailing program. Arranged space on city side to store rowing dinghies @\$1 a month, \$3 for sailing dinghies. Joint sailing program and Regatta set for Aug. 15 with Ward's Island Association with expenses shared equally

July - Signed mortgage with Weller Construction for \$7,000 @ 7%

JULY 21, 1921 - first meeting of the Board of QCYC at the new clubhouse

Committee to look into data on marine railway

Furniture in temporary quarters cleaned and ready to be moved to the clubhouse for the official opening.

Fees and locker rents to be 1/2 the regular rate for the 1921 season

Phone was installed

Steward was to receive \$65 @ month plus quarters and hydro, to start Aug. 1st ,

Oct. 1st haulout at Sunfish Island - winter storage of non-members boats accepted - canoes @ \$6, dinghies \$10

Nov. 1921

First meeting of Queen City Yacht Club (previously the Queen City Yacht Club of Toronto) pursuant to Letters Patent, incorporating the Corporation Present - Mr. T.A.E. World, Mr. W.D. Thomas, Mr. Blake Van Winkle, Mr. R. Slee, Mr. R.A. Farquharson. Corporation without share capital. Bylaws and fee structure
Aug. 6, 1920 - leased land on Sunfish Island
A. Weller & Co. Ltd. Mortgage of \$7,000 for building erected on said lands. \$400 per year princ. plus 7% interest. Balance due 1926
Bond issue - 400 @ \$25 each @ 6% annual interest payable 1/2 yearly.

1922

75 members

Buildings ready for the 1922 season

Toronto Ferry Co. - members to buy tickets (books) available to Islanders. - club dinghy rowed members across lagoon from Ferry dock.

1923

Constant membership drive to increase revenues a \$25 grant offered to the member bringing in the largest number of new members

Invitations from the Olcott Yacht Club and the Oswego Yacht Club

Rented the "dance hall" to the Young Canadian Club for \$25

Ward refused membership because he was a 'professional' sailor.

July 3, 1923 Special meeting Re- mortgaging of the club to Weller Co. If satisfactory arrangements can not be made, the club should be closed and the building turned over to Weller & Co.

July 26 - Mr. Weller was satisfied if \$3,000 would be guaranteed at the end of three years

Motor Launch - net cost \$57.81

charges - dance night \$4

- trip to city \$1. by the hour - \$2

July, 1923 - \$125 from the Navy League for motor boat

Steward was advised that his services would be dispensed with after Nov. 1, but he could occupy the premises rent free after that in exchange for any attention he may deem necessary to the premises

Bank statement overdraft of \$327.86

300 signatures needed to guarantee \$100 each for \$3,000 mortgage for the end of September or there would be a special meeting on Sept. 23 for the purpose of winding up QCYC. By Oct. 23, the mortgage guarantee was completed - so the club was saved again!

Nov. marine railway installed with the bulk of the material coming from RCYC - cost \$60 16 boats are to be hauled out by the new railway

QCYC now a summer club rather than an all-year-round club as it had been.

Ferry service - Toronto Ferry Co. books of tickets @ 20 trips for \$1 instead of the regular 15¢ trip fare.

1923 Racing - 20' class did not materialize, 14' dinghy class dwindled down to 1 dinghy, larger class - 'Madora', 'Viking' and 'Sunbeam' - crew from QCYC handled on of the 'C' boats from RCYC and won a 1st and a 3rd

Bonds issued worth \$1,125 in bonds of \$25, primarily.

"Ladies Gatherings" brought in \$100 for the Board

1924

Fees - Active Members \$15

Lady Members \$5 - no vote, but could be on committees

Junior Members (boys to age 15) \$5

The club took out a 12 month lease on a basement room at 53 Yonge St. as a city side premises, and for use as a winter club.

Club dances were held at 53 Yonge St. and at the Metropolitan Assembly rooms. 'Stag Nights' and "Smokers" were popular, 10 bowling teams of 50 members on tap each week on Tuesday.

Red Ensign - May issue

Tennis courts were considered for the club at a cost of \$75

Haulout fee - \$15

1925

Fees before Apr. 1 - \$10, after Apr. 1 - \$15. entrance fee for new members \$5 .

In the constant membership drive they were continually signing up new members who would pay the \$5 then default on the fee and be dropped from the rolls for non-payment of fees so the membership never did really increase.

Boathouse at the foot of Bay St. leased from the Harbour Commission for the storage of the club launch.

Interview in March, 1925 with the Model Yacht Club in an effort to have them join QCYC

House and entertainment budget of \$983.00 included \$400 for tennis

T.A.E. World was a judge at the LYRA in Rochester

June - protesting that the lagoon was not deep enough for a 7' draft, the Harbour Commission said the dredging was not their responsibility but the Federal Gov.

July - a committee was set up to look into bowling for next fall, under the QCYC name.

Sept. - lease on land south of the clubhouse, as far as the lagoon, then being used as a shipyard was looked into with the Parks Comm.

The Red Ensign, a very lively newsletter put out for the club in the year was discontinued for lack of interest and money (the cost of it had been donated and cost also defrayed by advertising by members of the club)

Dec. report to the Board from Commodore World Re- T. Eaton Co.'s intent to build and run a Welfare Club for young lads on Sunfish Island, just west of the QCYC property. This was considered it be a danger to the club's future. It was very important to lease and fence any lands needed for future use of the club. With the help of a 'sympathetic City Counsellor' this was done and the plan for the Eaton's club was circumvented.

Tennis courts were considered too expensive to consider, but a 9 hole golf course was suggested to attract members.

1926

Miss Burt, who had applied for membership in 1918, when she had purchased a boat from a QCYC member-but was refused when the Board would not consider a Lady Sailing membership, was advised to complete her current membership application in her brother's name!

Entertainment - dance rates members -50¢, non-members- 75¢, ladies - 25¢

Locker fees - front - \$25, large rear - \$20, small - \$15

Nov. 11 1926, Letter to A.E. Matthews. Esq. to thank him for the generous donation of \$4.500 for the purpose of paying off the property debt. The discharged mortgage was to be burned at the annual meeting.

1926 Annual Report- 200 membership, but many paid only the entrance fee and defaulted on the annual fees and other charges

Paid up membership only 135: Life members - 41, resident - 85, non-resident - 3. juniors - 6

There was a concern that too many people were using the club that were not club members. Close tabs should be kept on non-members and guests must be properly vouched for.

Lawn bowling and tennis were looked into to increase membership

Further land was leased - 4 acres @ \$100 a year plus taxes

Entertainment - June 18 to Sept. 18 at the club, city side at the Masonic.

Winter storage - 16 yachts and club launch

Rowley Murphy, teacher at OCA and Marine painter, member yacht - 'Zorata'

1927

Commodore Matthews lent his launch to the club for the balance of the season

Club trophies to be insured and to be in the care of Mr. D. Burns

1928

Report on racing - page 269 of minutes

"Ethel C" Fred Churchill, -14 weekend cruises

June 18, 1928 - power failure due to lagoon dredging - after a 'miserable six weeks' of trying to get action, and in trying to get serviceable oil lamps, power was finally restored on July 24th. Owing to the power failure the entertainment program was curtailed. City officials admitted lifting the cable but would not accept any responsibility for the damage

'The Sailor' wants cut of all boats in QCYC. Club subscribes to same.

Permanent box at Postal Stn."A"

W.R.Foy, who joined in '23, was on the Board in '24, is struck off the membership for non-payment of fees

Oct. - double drum winch purchases for \$75 - previously a winch had been rented for \$10 a season, two weeks later an additional winch was bought for \$25

Frank Ward stored his motor boat fleet in the QCYC yard for \$25

1929

Plans for the new railway to run n/s. The old railway ran e/w and there was great trouble when the winds were from the north. The old railway was in need of repair so a new and better one was preferred.

Revenue

60 members \$15 fee each \$900

Locker rentals \$395

Marine Railway fees \$175

Est. revenue from new Members \$150

Total \$1,620 Expenses anticipated \$1,774 - deficit of \$154

New marine railway estimated cost \$3,000 by contract or by hiring labour and buying materials - \$500

Assessment of \$5 per member to cover the deficit

Board meetings were usually followed by a 'Stag'

Applications for membership from Allen Rae and Harold Norman of 'The Grayling' received and passed

Dec. discussion and plans for a new club dinghy or launch to be used as a club ferry.

1930

NO minutes or club records - they were burnt by Doug Rutherford!

1937 - four new yachts added to club and 2 tumarlens being built, Membership increased by 33%

1938 - Opening of Sunfish Island, to be known as Algonquin Island, for island summer residents. QCYC "This brings a large number of perspective Members to us and we should take some action towards securing them" (Blake van Winkle)

1940

Meetings during the winter were held at the Granite Club and at members homes.

Jan. - south float and septic tank to be repaired

- new spar derrick purchased _

-entertainment for the balance of the winter discussed 'Stags' and dances

Feb. - the possibility of establishing tennis courts were still being discussed, but it was thought that they would be too expensive for the amount of interest.

Apr. - International Tumblaren Races to be off the CNE on Aug. 27/8/9

June - Application of Fred B.W. Peat

- 41 members & 5 juniors

July - fee of \$5 for membership approved for duration of war

- Dance as War Charities fund raiser on Aug. 9 @ 50¢ per person raised \$66.36 which was turned over to Major Day.

Oct. - donation of \$2 to Island Ratepayers to assist them in their fight against excessive telephone rates

- \$200 Victory Bonds bought by club

1941

Feb. - Jim Robert's boat house to be bought for club use. \$15 for boat house, \$5 labour for mooring it.

- Socials organized all year round (Argonaut Rowing Club and Granite Club)(Smokers -Stags, and dances during the summer at the club

- Honorary membership given to Harold Robbins as a token of appreciation for his long service to the club.

- Committee to draw up new by-laws

- successful sailing season with growing interest in club races

1942

Payment of rent to City of Toronto was passed, but payment was withheld pending definite information re dredging of channels at the island. The Harbour Commission and the City of Toronto said they had put lagoon dredging into their 1942 budgets.

Publicity - the three daily papers were contacted re publicity. This was the practice through the 50's and 60's, even giving honorary memberships to reporters of press and TV for coverage.

Roof put on the spar house for \$40

Dance at-the Argonaut Rowing Club with the T.S.&C.C. @ \$1.25 per person

S. Ward & son shingled club roof for \$463 - 10 year guarantee

R. Davis cottage on the club property to be used by Davis free of rent for 1 year, then ownership goes to the club, and his arrears will be cleared this way.

New marine shed completed.

End of city sidewalk at the marine yard to be fenced in.

New lights, chairs, tables installed in the newly decorated lounge

A group of army medical students who applied for restricted membership were given 2 memberships for the price of one.

1942 regatta cancelled because of the war.

House committee warned the Club Steward that NO wine or spirits were to be dispensed on the club premises!
House rules were to be posted.
P.A. system installed for dances.
Hall was to be available to be rented to outsiders during the week.
Joint parties with T.S.& C.C.
Stag party held to raise money to finish paying for new roof.
Many Changes during the season in the 40's on the Board of Directors owing to members joining the armed forces.
Cook - Mr. Hong Kee, previously the Steward and his wife catered.
Best sailing and racing season to date.

1943

Walk installed on west side of club house.
Club accepts Junior Members, and each junior member to be assigned to a senior member's boat for proper supervision and instruction.
Winter social calendar included dances, bowling nights and a sleigh ride.
Work boat "Lillian" to be put into suitable condition.
\$200 Victory bonds bought from club bank balance of \$600.
Racing programme for 1943 - 13 Wed. nights - 2 divisions
17 Saturday afternoons plus opening and closing regattas
5 'round the island races
4 RCYC open regattas
1 cruise to Oshawa
1 PCYC and TS&CC at QCYC Regatta
1 Aquatic Day
Every boat owner to take a turn as timekeeper and judge during season.
50 members in the armed forces
Bumpers to be placed along the clubhouse and 6 mooring bouys set out.
Winter newsletter to be continued during the summer and called the 'Red Ensign', the name of the Club newsletter in 1925.
Mooring regulations - each boat to have 2 shore lines attached to points on shore allotted by anchorage committee with a definite plan as to where each boat was to be anchored - NO MORE BOUYS allowed.
New lockers built. Small locker built for gasoline and other flammables
Club investigated the possibility of obtaining authority to sell beer on the premises - refused by LCBO
Harbour Commission refused permission for mooring on the other side of the lagoon.
NATIONAL ONE boat design chosen as ideal for QCYC purposes for a new class but could not come to arrangements for building in quarters selected for him (the builder).
New veranda built on the south end of clubhouse.
Membership -214, including those in armed forces. 83 new members.

1944

Fees \$22.50 (\$20 if paid by June 1st)
Recommended that the club run the dining room. House committee to hire a new cook.
8 tables and 32 new chairs purchased for dining room for \$320. New kitchen stove
Proposed (but not done) license to sell beer -\$100 plus gallonage tax of 8¢ per gallon - ration of 24 pints per member per month.

Purchase a cash register and engage a Steward at a salary of \$100 per month plus 25% of net profits for a period of 5 months.

\$600 profit from dining room - the first year the club had run it.

Recondition the 'Lillian', the club work boat.

Club purchased a trophy cup in honour of Capt. Matthews.

Application to the Harbour Commission to lease more property adjacent to the lagoon for mooring. Extension leased from City of Toronto -\$25

Locker regulations - no cooking - light lunches allowed. Sleepover only on weekends. No gasoline of flammable liquids allowed in locker

Motor winch, cable and transmission purchased.

(Robert Bruce Johnston joined as a Jr. Member) later Hon. Commodore

James Smith offered his Red Comet for the use of Jr. members.

Shower cabinet installed in men's room.

All time high revenue - reserve fund set up and closer check on expenditures.

50 new members.

1945

Al Rae gave resume of organization of North Shore Tumlarin Assoc. If 3 or 4 centreboard boats of one design could be brought together a race could be held - suggested the Tumalarins as a good class boat.

Invitations to class boats will be extended to other clubs to increase sailing activities where QCYC skippers are in power.

Tumlarens - Conquest - G. Riley

Silhouette - J. Hunt

Valhalla - Al. J. Rae

Vanie - A. Mahaffy

Viking - A. Athos

Kyra - Ian Armour

Stars - Vega - Latremouille brothers

Scrippy - Gord Finnemore

C Boats - Cherie - J. Clapp

Clip - R. D'Arcy

Dinghies - National, Snipes, Ackroyd, Gaff-Cat, Grew, Gaff-Sloop

Cruising Class

Comets

LYRA Vice-President - Blake Van Winkle

Board to look into the availability of a craft for 'Club Tender'

No alcoholic beverages to be consumed on the premises of the club, other than in the lockers, in accordance to LCBO regulations.

Plans for a Victory Stag in June.

Mooring posts positioned and installed.

Lighting in spar shed and lamp standard in the yard.

Increased number of boats forced racing to be divided into 7 divisions

1 a) R class

b) Veteran R' s

2 - C class

3 - Tumalarens

4 - Star class

- 5 - Comets
- 6 - National One design
- 7 - Open class

No boat shall be considered to be in competition unless there shall have been at least 75% of scheduled races competed in.

Petition of 10 members requesting a general meeting to discuss the question of obtaining a beer license - our application is still outstanding. It was moved and seconded that a room be established FOR MEN ONLY - carried! Because of lateness of season this was deferred to spring '46.

Nov. '45 Trophy Night at the Top Hat Club - Dinner, presentations movies and dancing at \$1.50 each.

Membership approx. 200, 28 new members and 60 still in armed forces.

City put new piling on lagoon opposite club. QCYC to ask for piling on club side.

1946

Membership-180 senior, 18 juniors

Clubhouse - first floor lockers used for storage of sailing gear, a lobby which serves as the main entrance to the club, On the second floor is the ballroom, office, dining room, kitchen and Steward's quarters.

Public Hall license requires referral to Parks Dept, then Police Dept for approval and payment of business tax

••• it was decided to drop the matter for the present.

Nov. 46 - Club boat 'Lilliane completed - requested donations of running lights, bumpers, and any other accessories that members could make to complete the boat.

Entertainment - dances were not well attended, but Stags produced considerable money.

Party license would be acquired for events - Port Credit and QCYC parties flourished - cruises around the island after the dances

Dance floor used to bounce enough to dislodge lights and club compass in Tom Nimo's NE locker (lockers were under the great hall) The compass used St. James spire as test point.

At an annual meeting in Nov. 1946 T.A.E. World, then 84 years old, First Commodore, pointed out that the club was organized in 1888, chartered in 1889.

QUEEN CITY YACHT CLUB

AQUATIC DAY - JULY 14, 1946

SUNDAY There will be fun for everyone on this Annual event so come along and bring your friends.

The following events have been arranged:

1. Sailing race for Ladies
2. Rowing race for men
3. Rowing race for juniors
4. Obstacle/swimming Race
5. Greasy pole competition
6. Tugboat Annie Race (Ladies)
7. Tilting Contest
8. Mens' Swimming Race
9. Ladies' Swimming Race
10. Juniors' Swimming Race

The winner of each event will be awarded a prize. There will be special fun makers and clowns so come a long with your friends and join in this water carnival for a good time.

Skippers are requested to dress ship on north or south end of Club House, Keep Lagoon clear in front of Club.

THE SAILING COMMITTEE

1947

Clubhouse; sparhouse, lockerhouse.

Mary Routledge was presented with a jersey and crest, delivered by the Trudeau girls.

Sun., July 27, 28, 29, 30, 31 - LYRA REGATTA - 500 visiting sailors made welcome Spare rooms on Wards Island and Algonquin Island made available.

Entertainment commenced on Sunday evening with a dance every evening after Sunday. Sailors and their wives were entertained by the Ward's Island Assoc. on Tues. night at a Euchre and Bridge party.

The Royal Canadian Sea Cadets provided the colour party and bugler to strike the colours at sunset, sentries for the main gate and information booth, a capable signalman and two good-sized seaman to go aboard the committee yacht, a 52' schooner Herb Nicholl's Sea Queen. (Sea Queen sank - pictures in Trudeau Sisters' collection)

LSSA Regatta - end of June at QCYC

In 1947 and 1948 the Cove Fleet Ward's Island Junior members were given associate membership at QCYC, entitling them to the privilege of sailing at QCYC and representing the club at regattas.

Inquired into cocktail license.

Acquired 40 ft. flagpole through war assets. 4 metal bouys, Cots and mattresses bought through war assets to be used in lockers.

Restrictions on entertainment for the spring Stag - NO STRIPTEASERS!

Constant problems with the lockers - who occupied which, and were they members? Payment doubtful. Locker rules printed and posted. Master key in office for inspection after trouble gaining entrance. Recommendation to 1948 board that they thoroughly review all new applications for membership to prevent influx of non-sailing social members.

Nov. '47-Beer license was obtained at considerable cost to the club.

Flagpole and sidewalks had to be put off in favor of needed improvements to the club.

Halloween party most successful - attested to by Kay Walker and Tom and Jean Nimo
Membership-185

1948

On inquiring about membership and locker space for a small sail boat, the answer to (Mrs.) Meg Rutlan, Toronto - "... we do not permit women to join the club. However, the wives and sweethearts of our members are welcome to use the club facilities at all times There are no special rules for married couples, since we do not consider women members - the husband's fee does for both. If your husband were to join, he could apply for locker space."

Olcott and QCYC had a very close social and racing relationship.

The Davis boathouse was to be made into Steward's quarters, due to LCBO regulations that did not permit the accommodation of the Steward in the main building.

Kew Cee Digest - official organ for club publicity, to be set out once a month as news bulletin and publicity for dances and events.

Locker holders had to reapply for lockers, pay when applying or they would be reassigned. They were reminded of LCBO rules. All beer must be purchased from the club. An inspection of lockers in June '48 netted 4 cases of empties, 4 full cases and a wheelbarrow of loose empties. Members to be reimbursed for full cases.

Constant abuse of the house rules about cooking and bottles in the lockers.

New layout for kitchen and dining room.

Publicity chairman was responsible for obtaining favorable publicity in the local daily papers by attracting and courting the reporters and supplying information.

There was a constant list of members in default of paying dues.

At dances 2 members were appointed to "police" the event to keep members conduct acceptable when drinking. The LCBO authorities and their demands brought repairs to the washrooms, re-plastering in the downstairs lobby, sheathing of the boiler room with galvanized steel.

Oct. - "Cleanup and Jug Hunt" - in cleaning up the yard a couple of bottles of rum will be uncovered by lucky members!

Membership 168

Proposed piling to extend 100 ft. into the bay, then straight west to form terrace space north of the clubhouse, with a straight line course down the lagoon. To this point, the clubhouse was right on the water to the east, and water came over the floats into the lockers during storms

1949

Delinquent payment of fees by a member - disposal of his boat and equipment at auction - proceeds to go towards settling his account with the club.

Regulation #13 of the LCBO required liquor licenses for pleasure boats and 6 applications were made from QCYC for permission to have liquor on boats.

Benefit dance was held for funds to raise the 'Sea Queen', H.E. Nicoll's boat. We have pics from the Trudeau sisters of the sunken craft in the slip, and the raising of it.

Jr. Club won the 'Aphrodite Cup', presented in 1945 by Commodore R.B.F. Barr of the RCYC to encourage Junior sailing on Lake Ontario.

5th Annual Junior Regatta at QCYC Aug. 15/16

Closing regatta - supper and beer for approx. 400 people.

Menu - wieners and beans, bread, cake, coffee and a keg of beer.

There was no charge for the regatta meal, it was supplied by the club.

Nov. Stag was to stress cards and beer, with NO FLOOR SHOW!

Trident Trophies were originally intended as gags - a letter was drafted to Olcott YC to clear up the situation.

Presentation night - Nov. 48, at the Top Hat Club. Oshawa, Olcott, Ashbridges Bay and National Y Clubs to be invited; also representative from the Telegram and the Star, and Mr Allan Wood of 'Yachting' Mr. Murdock to prepare a small pamphlet outlining activities, purpose and organization, for the benefit of new members.

Presentation Night lost \$60 - it was suggested it be included in the club racing schedule and held at the club soon after the closing regatta.

11 members of the Ward's Island Cove Fleet sailing under the QCYC burgee have done creditably in various regattas.

Entertainment was a social, but not a financial success.

Deposit charge on beer bottles was proposed - financial loss was not the worrisome factor, but the throwing of so many bottles into the lagoon constituted a real danger. Of 800 cases, 75 were missing and broken.

Membership - 182

Fees - \$10 on joining, \$15 a year for the next 3 years.

Club looking into acquiring the wedge-shaped parcel of land between present leasehold and properties fronting Nattawa Ave. and have it fenced off. - leased in Nov.

Boat classes Div.

1 - Tumlarans

2 - Lightenings

3 - Snips

4 - Tourouts

5 - Prams

6 - Misc. Centreboards

House committee chairman tended his resignation expressing his regrets in the face of so little co-operation from the members in putting the house and grounds in order. Commodore Mitchell agreed that things didn't look too bright - a tough job without the co-operation of all members, not just the same 10 men. A new spirit was needed.

May - a benefit for the owners of "Sea Queen"

June - a 16 page digest (Kew Cee) at the printers celebrating the 60th year - Diamond Jubilee- of QCYC - copies to be sent to all Yacht Clubs on the Lake.

Insurance - club property valued at \$45,000.00

New motor for 'Lillian' for \$850

Mr. Al Rae presented a picture of 'Madora' painted by Rae Austin to the club

A board member offered to go to the Harbour Commission once a week until the lagoon was dredged!

Planning Committee complained that few projects were carried out because few members were willing to do the work; in the past when QCYC had fewer members it was an easy matter to have lots of fun and get some work done.

Membership - agreed there would NOT be a social membership, but summer memberships, with no voting privileges would be introduced.

Flagpole - QCYC could have the pole in front of Toronto Elevators for the cost of removing it.

(It fell on Oct. 15, 1988 at 2:45 pm - rotten! after only 39 years)

1950

Fencing and gate installed.

Membership dropped considerably

Women, who were boat owners, wholly or in part, were accepted as non-voting members of QCYC.

Two 'Lady Members' accepted in April - Trudeau sisters, Vivian & Naomi

Staff - Man and wife team as cook-bartender. The handyman left and took some club funds with him

Dance every Sat night at 50¢ per person - by Aug. they were discontinued.

Moorings - Standard size mooring lines - 1/2" for boats under 20 ft. 3/4" or better for over 20 ft.

Safe minimum distance between boats - half beam width or 4 ft, whichever is greater.

1951

QCYC acquired the addition section of land to the west of the property and had it fenced off from the adjoining properties.

Feb. - Inter-island Council representing all islands - 2 members from each organization, met the 1st Thurs. of every month. Main concern of QCYC was to get their support in asking the city for piling to the north side of the club property, and a wall extending into the bay to stop drifting sand from forming a bar into the club dock. In April a letter was sent to the City Parks Dept. requesting the wall and piling, emphasizing the need for constant dredging, the harm to the American Tourist Trade (Yankee Yachts couldn't moor?) and the fact that the club was paying taxes on land that was UNDER WATER!

Apr. The club approached Bill Churchill regarding "Madora"(1923), a once proud yacht that was presenting a problem in its state of decay. They wanted to spray it with bi-chloride of mercury, to prevent the spread of its wood rot to other boats, or to sell it to the CNE for spectacular burning! By Aug. Bill Churchill had agreed that the club could dispose of the "Madora", "as it saw fit"

51 Sailboats and 2 motorboats

The House committee planned to run the bar by organizing work committees of members as barkeepers.

June - A Board room was constructed in the N/E downstairs area of the club house.

August - "Aquatic Day" - organized by Al Rae and Al Cox

Aug. The north end of the upstairs great hall was renovated to be a lounge with a suitable trophy case donated by Mr. Parkinson. The Parkinson Trophy is a model of the clubhouse crafted in silver. We have pictures of it being made.

Sept. The house committee asked for a work party to clean up the attic of the club in the spring •••• our records from the '30's

Dances held with orchestral and two without

Sept. The House committee asked for a work party to clean up the attic of the club in the spring ... our records from the 30s were burned in one such 'cleanup' of the attic!

1952

The QCYC Junior Club was inaugurated, active in July and August.

Mr. Churchill's big locker on the lagoon was moved back to dry land to provide a clubhouse for the Junior members.

Laurie Muir, Jr. was the first paid Junior Club director, to be present from 10am to 3pm weekdays, July and August.

The boats consisted of Prams donated by members, \$200 made available from the Board to purchase Jr. Club boats and 4 "Brutal Beasts" given to the club from RCYC.

Experienced members of the club were to lecture occasionally.

Erosion to the north end of the club property was still a major problem.

June '52 - the LSSA Regatta was a success despite the poor condition of the club. The host club provided the supper for the regatta free to all. Wieners and beans, bread and butter, coffee and cake, and a barrel of beer was the fare.

July 4th - The Cremation of "Medora" and a chowder party was held!

Sept. 15th John Welsh was commended for his part in building a house for the club handyman. New stewards cottage \$214.55

New Trophy Case \$265.20

The Club newsletter was to be called "The Clipper"

Sept. 12, a new flagpole was erected at the cost of \$92, plus one membership (\$166 total)

1953

Junior Club Supervisor - Al Rae Jr.

Freeman cup race from QCYC

LYRA Regatta starts from QCYC- July 25

1954

Membership 173

No initiation fee - to encourage new members.

New work boat, retaining the name of "Lillian"

Membership drive competition among board members

Permanent Bouy put out as a starting mark.

\$30 for 3 more "Brutal Beasts" available from RCYC for the Jr Club.

QCYC hosts the Lightning Fleet District Championships

1955

The club enlarged the bar and applied for a liquor license.

The Parkinson Trophy was finished by Mr. Woodcock (commissioned in 51)

Additional "Brutal Beasts" were bought from RCYC @ \$5 each for the Junior Club. The first and very successful Junior Club Night was to be made an annual event.

Aquatic Day and Dance was postponed for a week due to such very hot weather that the refrigerator could NOT COOL the BEER sufficiently.

1956

Junior Club instructor - Paul Carver, RCYC Jr. Club graduate

Members complained about the higher fees.

June 29, 30, July 2 -QCYC hosted the LYRA - new downstairs washroom was installed. Sod, seed and fertilizer for the grounds. Kay Walker remembers painting the new steps the night before the Regatta. July 1 Hawaiian night held

Carling Trophy for the Dragons.

Plans for a dinghy shed.

1957

Jr. Club purchased 6 Nordbergs - Kurt Hanson donated one boat with the purchase of 5.

The Directors fees (\$2) for attending Board meetings, were to be given to the Junior Club.

"Lillian" to be used on scheduled runs between the city and the club with a charged fare, and paid driver.

Johnny Lye won 1st in the interclub Jr. Regatta at NYC for QCYC.

1958

Senior membership raised to \$45 and \$25 initiation fee.

Club hired a Steward - Ray Sheppard. His yacht "Safari" used as club tender.

1959

QCYC Awards Night-

Parkinson Tronhy - Peter Jones and Dave Bell

Downard Cup - Tourouts - Doug Churchill

World Bros. Trophy - Turnlarens - Al Rae Sr.

Snipe Trophy - Peter Trelair

Carling Trophy - Dragon Class- Jack Beckett

Cornmeford Cup-- 14' dinghies - Peter Jones

Cruising Class Championship - Jock Shaw

Sportsmanship Trophy - Bruce Henderson/Mel Harris

Olcott Cup - North Shore Tumlaren Trophy - Al Rae

Tom Taylor Cup - Al Rae

QCYC 70th Anniversary Trophy - Round-the-island-race - Frank Madrick

Georgina Trophy - burgee to most ports - Hugh Pendleton

Whitney Cup - seamanship - Dave Bell

Sidewalk constructed from gate to the clubhouse.

Karen Larson to publish 1959 yearbook. (Karen joined in '55)

Junior Club - 8 "Nordbergs", 24 Juniors, 2 instructors - Gorden Parker and Lynda Lye.

Junior Club members may graduate to Intermediate Memberships @ \$15 fee. With no initiation fee required
"Fair" prices set for liquor - 50¢. Except for Premium rye and scotch @ 60¢
Regatta menu - 60¢ per person charged - for Chili, salad, bread and butter, coffee and cupcake
Press, radio and TV publicity for the Regatta.
2 shower stalls and new downstairs washroom in stalled.

1958

QCYC well represented in all major regattas on the Lake, as well as Chicago and Montreal.

1959

Barman hired - opening put in between bar and dining room.
Bar tickets @ \$2 a book.
International 14's congratulated on their performance.

1960

Pilings finally put in by Metro Parks Dept. - damage done to the club property and rail line by City work crew.
New steel derrick installed by Frank Madrick and Ray Lye.
Peter Jones organizes the LSSA Regatta.
New workboat "Roamer"
The U of T's use of the Jr. Club's boats was unsatisfactory - they did not meet their obligations to assist in storing and cleaning

1961

Jr. Club-instructor - Johnny Lye
Sweaters, hats and life jackets to be obtained.
Won at IYC meet, won Aphrodite cup at 2nd IYC meet
Finished in district CYC elimination series. To be on team to Montreal and gained 2nd place in Canadian Championships.
Club obtained mailbox at Terminal "A"
Shell Oil put in gas pump near spar derrick - 10 year contract.
Club Manager - Peter White
Annual fee - \$65. \$10 assessment Initiation fee \$100 -keel, \$50 dinghy
Now that the retaining wall was completed the greatest facelift in the history of the club was completed

- Sodding of club frontage and 4 ft. walk around the club
- Special dock built at the south end of the club for the 'Lillian' and the 'Roamer' - fare boxes to be installed for ticket use for members only.
- mooring cleats installed along the wall
- centreboard fleet ramp built between dinghy shed and 'Roamer' slip
- 14' dinghy ramp
- extension to dinghy storage shed
- cement compass decor around the base of the flagpole
- bush break planted at centreboard area
- relocation and remodelling of Jr. clubhouse and dock
- block of 12 new lockers built

- Keelboat boarding platforms
- new spar derrick
- new cement entrance to south gate
- complete rewiring of the clubhouse

1962

Two-tier initiation fee (\$100/50) out and \$50 for all Senior members in, with extra \$25 if boat required hauling. Tyres put in for mooring bouys.

Centreboard hoist and derrick installed

Collection of fares on the tender criticized for the way it was done - "passing the ash tray" ... Use of tickets was to be encouraged and members were to be given priority over non-members

Regatta menu - wieners and beans, bread and butter, salad, cake and coffee - 970 meals served in 1 hour and 10 minutes!

Junior Club - Instructors - Doug Aitken and Phillipa Hughes.

Jr. Club did well at the Halifax competitions

New Spar shed - 60' long with 48 racks

QCYC Wayfarers had an excellent showing at North American Championships, and club dinghies had an excellent season in outside racing.

New locker block of 12 lockers

Centreboard owners were allowed to store their boats in the ballroom at same cost as the dinghy shed, but they were to pay any damage caused to the building.

At the annual meeting a motion to allow NO MORE motor boats into the club (unless by current members) to maintain QCYC as a "Sailing Club" was defeated - 10% of mooring to power boats was the rule.

Feb.16/62 - QCYC Jr. Club letterhead with artwork by Al Rae Sr. done in 1941.

1963

Junior Club - Doug Aitkin

2 used Nordbergs bought from IYC

New block of lockers built west of boat slip and railway

Spar loft built

Student memberships -\$25, no initiation fee. Girl students the same, if they owned a boat. 2 girls were admitted - Linda Lye and Shelly Levy.

W. Cavill qualified to compete in the Finn Championship O'Day Trophy in San Francisco, Calif. - QCYC paid 1/2 the travelling costs. Future policy - qualifying skipper or crew of an International Competition representing Canada be allowed 50% of transportation costs in North America by QCYC - at the discretion of the Board.

Regatta - 1200 people served dinner.

Presentation Night - Parkinson Trophy - J. Barber, Mrs. Drury Trophy - D. Churchill, Georgina World Trophy - J. Welsh, Sportsmanship Trophy - Keelboats- D. Churchill, Centreboards - J. Gilder, Crews Trophy - K.

Sinclair

1964 - 75th Anniversary

QCYC hosted LYRA and LSSA regattas

Remodelling of dining room, improvements to washrooms, floor resurfacing and panelling 'in the Boardroom.

New docks, new wind machine, complete spar shed and new block of lockers, complete the patio north of the clubhouse.

Number of directors increased from 13 to 15

Junior Club - purchased the Van Kamp boathouse and leased the land on the south side of the lagoon for \$700
2 Jr. Club members to compete in the National Championships in Vancouver, 1/2 cost QCYC, other 1/2 from anonymous donor. (see Telegram clipping)

G. Lye and R. Phillips obtained 4th place out of 20 competitors. Instructors Bill Bryner, Karen Reid, 42 Juniors (17 girls) QCYC and RCYC compete for Tin Can Cup

Mooring rings installed on eastern wall

Furniture bought for the new dining room.

1965

Another new locker block built

All new applicants had to moor across the lagoon

New fee structure - Senior \$90, Lady \$40, out-of-town \$15, Intermediate \$30, Student \$40, Initiation fee \$100

Erection of newly acquired fountain - from Anna-lise de Haas

Board decided the Club needed a Club Manager, with a concessionaire to run the kitchen.

A Management Committee - Fleet Capt., Vice.-Commodore, House Comm. Chairman, Commodore - ex-officio to:

1) Co-ordinate affairs and activities at all levels as they affect the Club Manager,

2) Instruct and guide Club Manager in day-to-day running of the club

3) link between the Club Manager and Board of Directors.

Junior Club - 10 new albacores from Kurt Hanson

Metro Club Championship for "Aphrodite" Trophy held at QCYC

T. Phillips appointed Junior Club Co-ordinator for Ontario at CYA Annual meeting.

1966

Mr. David Evan appointed new Club Manager

QCYC acquired gear to lay moorings on east side of the lagoon

John and Kay Walker donate "Trident" to "Pathfinder" group to be used for the sail training for youngsters

Junior Club - T. Phillips and Alex Lowenthal, instructors

Gerry Brown to Vancouver for CYA meeting

6 QCYC Jr. crews qualified for the finals in National and/or regional events - more finalists than any other Jr. club in Canada.

Bill Zenner, chief instructor.

Nov. - the name 'Algonquin Queen' approved and held in reserve by the Dept. of National Revenue, Customs and Excise for new club tender to be in operation by June '67.

1967

QCYC hosting LYRA July 2-9

Launch of Frank Madricks Boat "Eryngo" on July 1st - big Centennial party at the club (we have pictures- Ron Thomas) "Tehani" keel lead.

Club Managers - Mr. Paul A. Grande in April. dismissed in May, Murry Darragh resigned in July

Hon. Membership to A. Gorman, many years at QCYC, top calibre Lightning sailor, Club executive, President of LYRA.

Dec. - John Welsh had copy of the 1890 constitution and wished to have it published in the Clipper.

1968

Manager - Mr. Fred Poole

QCYC proposed race from Eastern gap to Niagara-on-the-Lake and back to QCYC - Blake Van Winkle Trophy.

Tender Algonquin Queen - cost approx. \$17,000 fitted out with diesel and launched in June. 6 cylinder engine to replace the gas engine. Painting was done by a team of members' wives, the seats when frames were finished. Tickets 4/\$1 - sold by the driver. "Lillian" became the workboat and 'Roamer' dismantled and removed from the yard.

The cutting of 20 cottonwood trees improved the appearance of the club, 30 more trees to be topped to a height of 25-30 feet by Mike Smith.

Al Rae - new Provincial ruling on 'heads' into force June/68 - comply by 1970 - (Picture of Al Rae hauling his 'outhouse' behind his yacht into Hamilton Harbour - Ron Thomas pic)

Dining Room - Concession vs. 'Club Run'. Loss of Concession -\$300-400, loss of 'Club' -\$2000-3000 so a caterer was sought as a preferred operation. Gainsborough Kitchens catered at the beginning of the season, by Sept. their contract was cancelled and Brown's "Coffee Wagon" supplied hot and cold meals from a truck.

Junior Club - Robbie Black, chief instructor, with Mike Pangman, Charles Coleman, Victoria McLaughlin
New Boston Whaler and new motor.

All 'funny names' to be taken off the Jr. Club boats

Senior instruction by Junior Club instructors - two nights a week.

3 new cups - CCA, LOA, Blake Van Winkle

Minimum specifications for cradles and butterboards established and enforced.

June - mooring on the eastern wall officially rented from Parks Dept @\$1 a foot (originally asked \$1.50 a foot) - 750 feet of space from bridge, and all land from gate to bridge.

Old Junior club to be converted for Ladies lockers

Al Cox and Vanetta Martin did a wonderful job of landscaping and gardening the grounds.

Completed the water supply to Algonquin bridge

Entertainment - 'Queen City Reparatory Players' - Ken Sinclair, Tom Vickers

New cabinet for record player, amplifier and records; new speakers and new wiring

Goeff Berry Quintet engaged for 12 functions May to Oct

Entertainment for after Wed night races.

Assessment of \$25 all Senior Members

1969

New lease with Metro @ \$420 per acre to 1980, with a provision for 21 year renewal - 5 years notice after 1980

Club manager Fred Poole resigned

Russ Thornhill returns as boat driver (with his wife Marie)

Peter Flodd became Manager, after voluntarily offering to resign his membership, with readmission without initiation fee should he cease to be an employee of the club.

Discussion of Lady Associate Membership. - only club, or one of a few in the area still standing on an all male basis

Lobby restoration and new staircase for north end of the building, new furniture for the lounge

Commodore John Welsh died.

Suggested membership for "Crew"

Applications of Lady Members delayed - status questioned - finally an extension of the membership to include

Lady Members - guest privilege to be the same as Senior Members

"Queen City Cup" for first boat to finish the short course of the Freeman.

New lights installed in the Great Hall before the LYRA
Cityside tender shelter built with IYC
New engine installed in winch house
Haulout - approx. 100 boats hauled - use of dry-haul area for Tempests, Mariners, Sharks, Solings
Constitution, under the direction of Don Martin to be ready for the annual meeting.
Fund established for future major development
Because of poor turnout for racing, it was suggested that emphasis should be on racing and Olympic class boats
on selecting new members
Junior Club purchased 10 new spinnakers.

1970

Cruising Division planned
Two men fined for having improper heads - re-new Provincial regulation
Appeal launched by Yacht Clubs and Marine Operators
QCYC contributed \$200 towards appeal - lost - Province DOES have jurisdiction.
Club Manager - Peter Flood
Tender Driver - Russ Thornhill
Junior Club - C. Coleman Sr. Instructor, John Bleasby, Alex McLaughlin, Paul Daynor Assist. instr Miss Alex
McLaughlin was hired @ \$35 wk., asked the same rate (\$50) as John Bleasby, who had the same rating. The
opinion of the Board was that sex should have no colour in the reward and her pay was equalized.
Storage freezer for ice purchased
Honorary Membership to Mrs. Opal Welsh
Kitchen run by John and Marjlyn McHugh Club operation, not caterers.
24 new veranda chairs bought
Dry mooring area paved, thanks to Claus Heincke and the 'Star' crews
Frequent announcements on the new P.A. system led to the neighbors cutting the wires!
Junior Club - Pat Roulston and Kenny De Hass placed second in the National finals in Calgary - 2 champions in
the Ontario Meet.
The old Junior Club house that was used as a 'Ladies locker' was only being used by one lady, so it was given
over to the teenagers to fix up and use as a clubhouse, as there was no place for them, to be (legally) within the
club on weekends. Known as the Ritz - picture in Clipper Jan. 71

1971

'The Ritz' open for winter use by members. John Perdue and Bill Stevenson who live on the island are 'keepers
of the keys' and 'lighters of the stove'.
Peter Flood Manager until July, when Ray Lister took over.
Two New locker blocks built at the back of the yard and wired
New furniture for the lobby
Shuffle board in the 'Great Hall'
Murray and Donna Seymour launch their new home made boat 'Taron'
Fleet 10 Thunderbird Regatta - 17 guest boats
Jr. Club - Greg Cockburn, Jay Cross, Pat Roulstone, Sandy Hill, April Hickcox and Marcus Gee instructors.
Adult lessons from the Jr. Club
Oct. 1 "Friday Night Movie Special - historic documentary on QCYC and Toronto Islands
Parkinson Trophy - Gordon Proctor who won the Freeman Cup, Lake Ontario International, Lake Ontario
Alberg Championship and Governor General's Cup on 'Gay Gordon'

John Perlman who left QCYC to go south on 'Black Gull' lost her when she beached in Ocean City and Coast Guard 'rescue' wrecked it. John had intended to take her to New Zealand. Picture of them leaving the club in the Clipper - Sept/71

1972

Jr. Club - Greg Cockburn, Jay Cress, Sally Hill, Jim Douglas joins staff

Oct 1972 pictures and stories of QCYC Haulout in Globe and Mail

Marl Loughborough to write histories and significance of racing trophies for the Clipper.

Senior Members - 208

Intermediates - 28

Students - 12

Ladies - 5

Life - 3

Non-Resident - 30

Complimentary -15

Letter

He has 18 with Canadian Power Squadron merit marks representing 18 years of service. He was Secretary for 5 years, Vice Commander for 3 years. He taught the weather course for 5 years and was national chair of the course. He has successfully completed all Power Squadron courses except the one on engine maintenance. He was born in Korea of Missionary parents. He joined QCYC in 1950 and has served as Treasurer for three different years. During his 5 years with the RCAF in Europe he earned his wings as flight engineer, pilot and navigator. He completed his wartime service by shepherding a number of aircraft back across the Atlantic in an old Dakota. He is active in his Church board and has participated in the choir for 26 years. He sailed a hard-chine sloop named Flight out of Queen City for 17 years. He bowls every Friday night for relaxation. He was chairman of the racing rules committee of the Alberg 30 Association before he got his own Alberg 5 years ago. He, his crew and his boat have won every cup available to them except the Gay Gordon Cup. He flies what is probably the only plaid spinnaker in captivity. In times of celebration he may be seen wearing a kilt in the great hall. Clues have varied from the obscure to the specific, but the last few should reveal all. We are speaking of course of Mr. Gordon Proctor ••• YOUR COMMODORE

1973

Electric heat installed in the dining room.

New Work boat

Jim Douglas returns to QCYC from Newfoundland with his new bride Anita.

Peter Flood starts his own Yacht repair business 'Torbay Marine'

51 dinghies in the dry sail area of the yard

Club house and locker blocks repaired

Electrical outlets put in along seawall

Sept. - fashion show and luncheon

Boats in Club - 115 keels boats, 50 dinghies and 2 motor boats

Membership - 215

Request for breakwater to Metro Parks was rejected

Hydro permission acquired for the south side of the lagoon

Water made available to the south side of the lagoon

1974

Finance and Planning Committee discussed the possibility of "social memberships" to bring in more money.

Operations Committees inquired into women's representatives on the Board

Jr. Club - Motor to replace the one stolen in '73 - \$600.00, 4 new laser sailboats - \$3,000.00

Louise Barraclough anxious to assist Len Canham in researching and writing a history of the club (didn't happen, I checked)

Ladies Committee

Joan Deeley - Chairperson

Rivanne Sandler - Vice Chair

Planning - Louise Barraclough

House - Joan Deeley

Entertainment - Anne Smith

These ladies to assist with the standing committees on the Board.

"Eryngo" built by Frank Madrick and launched in 1967 he sold it to Andy Van Herk in 74, who took it south. (Letter from the south from Andy 1980 Dec. Clipper)

New workboat - 'Harold S. Robbins' - \$12,000.00 launched in March

Dinghy Sailors organized among themselves and promoted membership drive, being one area of the club that could expand.

History of John Welsh Trophy (Clipper 1974) John Welsh, a founder and former Commodore of Ashbridges Bay Yacht Club (maintained his membership at ABYC many years after leaving there, because of shallow water to come to QCYC) The trophy was to encourage races between the two clubs original with four Comets from ABYC racing four Snipes from QCYC. As these classes lost in popularity, the cup was awarded to the QCYC sailor with the best showing in the MYRC regattas during the year.

Centennial Super Cruise to PEI - Gordon Proctor "Gay Gordon"

Picture in Feb. Clipper of a "small, cool work party" sandbagging the yard against spring water.

FIRST PIG ROAST WEEKEND - the start of a great QCYC tradition.

Vanetta Martin and Al Cox back to gardening for QCYC

Ice chest acquired with a capacity for cubes and blocks

First QCYC Cruise across the lake to the IYC Oxroast at Wilson, NY

Snakes introduced to the island to help bring down the over-population of frogs.

1975

New Manager - Peter Siskos

Dredging in the eastern gap added 5 acres of sandy beach to the south shore of the island and enlarged the beach area of Wards Island

Rewiring of the clubhouse

Consumers Gas put in a line to the club, greatly improving the kitchen facilities.

Lockers under the clubhouse vacated in readiness of renovations

A marker boat for CORK pre-Olympic races manned by Al Rae Sr., Bob Norton, Al Cox, Earl Norton and Dennis Kimpson.

Racing at QCYC was integrated with RCYC and spread over three week nights instead of just Wednesday.

Jr. Club - Sr. instructor - Ken De Haas

Regatta - 1st for boys - Mark Lambert and John Champthens

1st for girls - Alison Wardman and Joanne Proven

QCYC hosted the 16 and under Provincial Youth Championship Regatta

Debenture for renovation program planned for '76 - \$500.00

Assessment for 1975 - \$25.00

1976

Many members left the club rather than pay the \$500.00 assessment for the renovations.

QCYC became a cashless society - all transactions to be paid for books of tickets.

Major renovations of the clubhouse - kitchen re-designed, new washrooms (the women's W.R. being moved downstairs and enlarged) -new dining room, new office on the main floor downstairs, downstairs area for future snug bar. - Al Rae Jr. Architect

Hydro update with increased service.

Jr. Club - trip to Muskoka to race against the Jr. Club there, (QCYC- won) Hosted a return visit of the Muskoka club- at QCYC.

Wintario Grant to purchase International 14's for the use of the older members of the Jr. Club.

1976 Assessment - \$60.00, due to the reduction by 25% of the senior membership because of the introduction of the debenture of \$500.00

1977

Resignation of Kurt Hansen

Minimum billing started - \$100 for the four months - June, July, Aug. and Sept. - if paid by Mar. 1 extra book of \$5 included

Dogs on club property to be on a short lead, NEVER in the Clubhouse and in closed basket or cage in the tender.

Increase in fee to avoid another assessment.

Membership - 299 - 155 senior, 20 honorary, 56 crewing, 6 students, 42 out-of-town, 15 intermediate, 5 dinghy

Jr. Club - Senior instructor - April Hickox, John, Campfens, Malcohm Collings, Paula Quigley

Record low water

Entertainment - New Members Night, Sailpast, Barbeques, Lobster night, Greek Night, Pig Roast

Officer of the Day started - to tend to mooring visiting yachts.

Program run for blind sailors

Hosted B-B-Q for International 14's Team Racing Championship Aug. 18

Official Opening of ABYC new clubhouse. 10 trees planted as gifts from various other yacht clubs,

26 visiting boats for the Pig Roast weekend.

TO OFFICERS AND MEMBERS - Q.C.Y.C.

To the Queen city Yacht Club Flag Officers and Members, thank you for the tribute paid to Al last Sunday (July 31).

With the shining sun and sailing breeze setting the scene, if Al had had his movie camera, there would have been a long shot over to the warehouse, his studio office was located there, then pan eastward to the Harbor Castle apartments, designed by his son, zoom over to Swamba, at anchor in full dress, on to the Yacht Club, a close-in shot of the pipers playing and all his friends who were there to say 'farewell' 200 feet over to his island home and it would have been a panoramic view of his 'Shangri La' for the past 50 years.

I felt 10 feet tall standing there and was so proud of our Yacht Club and Flag Officers.

A special thanks to Tom Prentiss for the tape he presented to me.

Vi Rae

Donation of \$200.00 to the Marine Museum of Upper Canada in memory of Allan J. Rae

Breakwater project - letter to Metro Toronto and Region Conservation Authority - re- using 'Bluebell' for breakwater. Approval in July for oil barge C.D.IIO #101254 to be registered in the name of QCYC. Transfer of ownership on Aug. 31, 1978. 'Rapids Queen' positioned by Project Planning Assoc. Ltd. in '79
Story of the history of the 'Rapids Queen ' in the Clipper June 1980 and March 1983

LETTER TO THE BOARD

Gentlemen of the Board and members of Queen City Yacht Club, I would like to express some concern about recent proposals which significantly affect the drysail members of this club and reflect areas of misunderstanding between the dry-sail members, the balance of the membership at large and the present board.

I have been associated with the club all my life, 41 years. I've been an active member for 31 years and a senior member for 20. During this time I have watched the club grow from strength to strength, particularly in the last five to ten years. Gone are the days when the snipe fleet was the backbone of the club. Today the emphasis is on keel boats - 30' and over, a quantum change for most of the membership and their personal concerns.

For the past 25 years, however, I have campaigned an International 14, by choice - not because it's cheap but because it's one hell of a lot of fun. And I'll go on sailing them for as long as I'm able. During these 25 years I have seen many dry-sail representatives carry the Queen City burgee successfully at the head of the fleet in the stiffest competition and work for the membership as well, while serving on the board. The rapport in the club has usually been good between vets and dries but some recent developments have given us cause for concern and I'd like to deal with them briefly, and hopefully clear them up once and for all.

It has been stated many times that the dinghy members do not support the club and I ask you where: showing the burgee on the race course or bending elbows at the bar. There is no mention of fulfilling any social obligations.

In any event, I would remind the members of the flurry of activity and interest created by the C.D.A. regatta last year. The drysail area was a forest of spars for four days and our manager has confirmed that it was one of the best, if not the best, functions the club has hosted. **THE CLUB MADE A LOT OF MONEY! !**

Our home fleet this year will be the largest, ever with a potential of eight boats and several members will be vying for a spot on the Canadian Team for the International Team Races in August. We have two 14's purchased with a Wintario grant in consultation with last year's Board, to promote small boat sailing and general seamanship. A charger programme was successfully launched with Tommy Tomblin, our current Commodore's son as an eager participant and we look forward to a successful programme this year under the direction of our Fleet Captain, Don Stagg.

Financially, the Dry Sail area is the only major growth area within the club (without an enormous outlay of upfront capital for protected moorings in the bay) Last year's board determined that an active drysail area would generate more continuing cash flow than an additional 6 or 7 wet moorings in the same area. They duly instituted a dinghy membership, and we have signed up five new members with prospects of ten more, as a direct result. It's working folks, give it room, don't crowd it and 'kill it.

I'd like to note that as a senior member, I pay close to \$700.00 a season for the privilege of sailing from this club, close to the costs of your average keel boater. We are not getting a free ride. The Laser rack alone generates nearly \$700.00 just sitting there in otherwise wasted space.

As to the accusations that we do not support the club, I'd guess-timate that we have a larger percentage of the fleet actively out and into regattas such as M.Y.R.C. than any other group. And I suspect that we have about the same percentage involved in club activities as any other group. In any event, the minimum billing should help to offset that particular complaint.

Our most immediate concern, however, is a proposal to moor a further 4 or 5 boats on the present drysail wall and concentrate all drysail access to the water to two congested ramps. The resultant congestion caused by this move would be incredible. 14s launching with Lasers, CL 16s and Albacores as Tempests are lowered into their midst by crane. The prospect of battered topsides, large and small looms large. A dinghy cannot pop on a motor and take off to set sail in the bay.

A dinghy cannot drop sail and motor into an 8' wide slip on returning. We need sea room, scope for manoeuvrability. We need adequate room suited to the amount of activity and the area we currently occupy handles it well. Not too big, not too small, but just right.

It has been noted - correctly - that many dry sailors left the club rather than buy a debenture and it indicated their lack of support. Right! But they've gone. What about those of us who remain? We are here because we support Queen City and we hope it supports us. It's been a good place to be, and with some effort and understanding, I hope it will continue to be so. I would like to end on a positive note and ask the members present at the meeting to express their solidarity for sailing in all its forms big boats or small for, as Ratty said, more or less, 'there's nothing better than just simply messing about in boats. '

Thank you, At Rae Jr.

PROPOSED MEMBERS

Names/Category

Margaret Nixon Dinghy

Lorne Chapman Dinghy

Bob Appleyard Crew

Ratch Wallace Dinghy

Maurice Olliffe Crew

Wm. Nichols Crew

Kari Aalto Crew

David Coulter Crew

H. D. Walton Crew

Peter Tillson Dinghy

Paul Arthur Senior

Chris Davis Crew

Brent MacDonald Senior

Gilbert Spieght Crew

Ron Grainger Crew

Hardy Rohm Senior

Norman MacInnes Crew

Barry Allen Dinghy

1978

Centennial Committee established under the auspices of Brian Hawkins

Jr. Club - Senior Instructor - Ken De Haas, Torn Tomblin, Jr., John Campfers, Malcolm Collings

Sept. 9 - 50 boats go to the South Shore Yacht Racing Assoc to race

Entertainment - Theme nights - Spanish, Caribbean, Greek, Italian, Lobster Night, BBQ's Pig Roast, film nights
Assessment - \$45.00 for hydro change-over - 200 amp service and new wiring done. Twistlock outlets installed at the moorings

Membership 268

Oct. 16/78 - haulout accident - 'Paypamas', owner Garnet McDiarmid. Vessel, cradle and haulout car stopped on the incline out of the water due to build up of cable on the drum. The cradle broke, the vessel fell onto its port side, throwing Ian McDiarmid and Andy Lithgow off the boat. Ian fell between the vessel and the slip and the quick action of Pat Walton saved him from serious injury. Mr. and Mrs. McDiarmid remained in the cockpit, Mrs. McD had two broken ribs. The vessel was successfully removed on Sun., Oct. 17. A Plaque was given to Pat Walton for his quick and resourceful action.

1979

"Algonquin Queen" to Wiggins Boat Const. for major repairs - sandblasting and new bow

Jr. Clubhouse underpinnings rotting away and in need of replacing

Minimum billing raised to \$150 for Senior and Dinghy members \$100 for Crewing members

Entertainment - feature film: of Naomi James, solo round-the-world sailor. Personal appearance May 5/79

Jr. club - senior instructor - Tom Tomblin, Jr.

Installation of floating docks on the Ward's Island side of the lagoon, removing the finger docks (hand written note indicating this occurred later)

Marine yard budget of \$45,000. - new diesel haul out engine. New winch house, track, winch, underwater track - incline reduced from 14 to 8 New communication system. Yard assessment - \$75

Work requirement - 4 eight hour days - 2 launch, 2, haulout, apart from work parties during the season.

AL RAE MEMORIAL TROPHY - to the Jr. Club - high degree of excellence in sailing skills, competitive ability and sportsmanship.

Letter to Mike Smith - the Board wants his boat launched no later than 1981! (It's still being built).

Rapids Queen positioned at the mouth of lagoon

THE LADY HAS A PAST

The Kingston and Toronto were sister-ships owned by the Richieu and Ontario Navigation Company which was taken over by Canada Steamship Lines. With a length of about 300 feet and a beam of 60 feet, their speed was between 17 and 20 miles per hour.

Each ship had sleeping accommodations for 500 people, as well as a dining room which seated over 100.

The parlours, smoking rooms, writing rooms, and barber shops were done in elaborate panel work finished in natural rood. The interior of the dining rooms, deck saloons, galleries, main halls, and smoking rooms were extravagantly furnished in Franciscan, Grecian, Oriental, and Elizabethan styles. The ships' main staircases were of Honduras mahogany with wrought metal balustrades in hammered leaf work; the newel posts were surmounted by bronze figures bearing electric torches.

Operating on a route between Montreal and Toronto, these ships ran on alternate days coming down from Toronto, arriving in Brockville at 9:15a.m., and leaving for Prescott. There the passengers transferred to the Rapids Queen, Rapids King, or the Rapids Prince which shot the rapids all the way to Montreal, and returned to Prescott by way of the steamship canal. Passengers coming west from Montreal usually came by train rather than by ship, and for years a special boat train was run from Montreal to Prescott where passengers boarded the Kingston or Toronto which would arrive at the C.P.R. wharf in Brockville at 12,40 noon, and then leave to go on to Toronto.

The Rapids Queen, which is illustrated here, was built in 1892 as the Steamer Columbian in Chester, Pennsylvania. It measured 194 feet with a beam of 33 feet and a depth of 8 feet 6 inches. Rebuilt at Sorel, it

came into service on the St. Lawrence River as the Brockville, (not to be confused with the Steamer Brockville owned by the Brockville Navigation Company). In 1909 she was again re-built and named the Rapids Queen. She served on the Prescott-Montreal route until 1939 when she was rebuilt for use as an oil carrier for a dredging firm.

After the 1948 navigation season the Kingston joined the Toronto and the Rapids ships in retirement, and the age of the passenger steam-ships on the St. Lawrence River came to an end.

The preceding article was sent in by George Chandler. It comes from a published history of Brockville. The Rapids Queen was lying derelict in Kingston when Fred Mayerhofer found her and persuaded the board to buy her and use her as a breakwater.

Presentation Night at QCYC Saturday September 28th 1979

SPORTSMAN TROPHY Presented to Bob Norton, for towing "PROXMIRE" 15 miles in 6' following seas.

DAVID SMITH TROPHY Best CYRA showing Presented to "CANDY CANE" - Klaus Noack.

JOHN WELSH TROPHY Best MYRC showing Presented to "CANDY CANE" - Klaus Noack

Q.C.Y.C. 16' SKIFF CUP Most valuable keel boat crew Presented to Jim Ogryzlo - "FANDANGO"

HUGH PENDLETON TROPHY First QCYC boat to finish Freeman Cup Race. Presented to "SWAMBA", John Ball

CHARMONTE HELENE PERPETUAL TROPHY Winner of Rally to The Flag Pole Race Presented to "FANDANGO" - Peter Grant

JACK ALBERTSON TROPHY Member who gives most outstandingly to the club. Presented to Fred Mayerhofer

"ENGLAND EXPECTS" SHIELD Most valuable dinghy crew. Presented to Pamela Mazza

WORLD CHALLENGE CUP LOR overall champion of Wednesday night series. Presented to "CANDY CANE" - Klaus Noack

MRS JIMMY DRURY TROPHY Most valuable woman crew Presented to Lynn Noack

NATIONAL YACHT CLUB The most improved sailor 16' SKIFF CUP Presented to Karen Van Nes

GEORGINA WORLD CUP The sailor who takes his/her boat to the most ports. Presented to John Moorhouse - "GRIFFIN V"

Q.C.Y.C. 1910 ANNUAL Winner of LAST CHANCE RACE REGGATA CUP Presented to "TREKKER" - Mark Loughborough

Q.C.Y.C. CLASS "A" 1913 TROPHY First Alberg 30 in Club Championship series. Presented to "CANDY CANE" - Klaus Noack ,.

PARKINSON TROPHY Outstanding achievement in open competition Presented to "CANDY CANE" - Klaus Noack.

ALCOTT CUP 1st Matilda Club championship series Presented to "POCKET" - Gib Speight.

THUNDERBIRD TROPHY First Thunderbird Club championship series. Presented to "WINGS" - Mike O'Connor

VALHALLA TROPHY Best cruising log Presented to John Moorhouse - "GRIFFIN V"

70th ANNIVERSARY TROPHY This trophy was rededicated this year, for the Ladies Skippers Race. Presented to Sue Grant - "FANDANGO"

DOWNARD CUP - Champion of Champions Presented to Klaus Noack - "CANDY CANE"

1980

Dining room under new management because of \$10,000 loss in 1979 under Teele management

Story of Stan and Shlirley King, blind sailors, Grampion 26out of QCYC, with their sons Steven and Michael. pics, in CYA Vol 1 No.3 in file

Nov. issue of Clipper to QCYC. Tony Cooks editorial is nice testimonial to QCYC

Race results Nov. '80 Clipper

Con Lister - Fleet 10 Thunderbird Championship

Moorings - 125 wet, 20 dry.

Club lost money because the dining room and the entertainment were not well enough supported Assessment - \$40.00

REAR COMMODORE'S REPORT - KLAUS NOACK

The racing season is over. It has been a fun summer and the hardware and flags have found their new owners. If you missed the Presentation Dinner, here is a rundown of our new champions:

Sportsmanship Trophy Peter Flood - TARON

Best in CYRA Barry Hitchins - SOUTHERN CROSS

Best in MYRC Don Bester - NIPKIN

Most Valuable Keelboat crew Tom Tomblin Jr

First - Freeman Cup (A30) John Ball - SWAMBA

Most valuable female crew Kathy Nimmo

Most improved sailor Mike Dixon

Rally to the Flagpole Bob Peat - NEFERTITI

LOR Overall (Wednesdays) Al Rae - ENKIDU

Most Ports Entered Gord Proctor - GAY GORDON

Last Chance Cup Klaus Noack - TIME PASSAGE

Best A30 - Wednesdays Don Bester - NIPKIN

Outstanding Achievement in Open Competition Barry Hitchins - SOUTHERN CROSS

First Matilda - Wednesdays Gib Speight - POCKET

First T-Bird - Wednesdays Mike O'Connor - WINGS

Best Cruising Log Sue Grant - FANDANGO

Lady Skipper's Trophy Marilyn Belisle

Champion of Champions Al Rae - ENKIDU

On the MYRC Course: The Regattas were well attended by QCYC boats. A total of eighteen boats went out to compete, with NIPKIN, FLYING CLOUD III, PENDULUM, ENKIDU, ZEST III, CANDY CANE and RUNNING FREE doing especially well. The QCYC Regatta was cancelled due to bad weather. None-the-less, anybody who stayed for the social part had a good time.

CYRA Report: Attendance in the middle and long distance races this year has been down. A total of three Queen City boats went out to race, SOUTHERN CROSS, FLYING CLOUD III and SWAMBA. They all won flags for their efforts.

Mid-Week Racing: Thanks again to the Race Committee for their faithful service in setting up challenging courses with good up wind starts. Attendance was good and protests at an all time low! Congratulations to all!

1981

Entertainment - fewer events in mid season. Arabian Night in July, Caribbean Night in Aug, Film nights and 'Our Sound'

Work parties - members who missed the mid-season work parties were billed- \$50.00

Assessment - \$300.00 (loss from previous season due to lack of support to entertainment and dining room)

ANNUAL REPORTS - 1981 REAR COMMODORE'S REPORT - CYRA

We like to congratulate our Commodore Fred Mayerhoffer on winning best overall in the LOR I Division for the season. It was a close contested series with Fred coming out ahead by three quarters of a point. Well done! Overall attendance of Queen City boats was down, if anyone is interested in racing CYRA next year and would like information on registering, safety equipment required etc., please contact me.

MYRC

Our regatta was cancelled this year, due to the passing away of Larry Smart, a past Queen City member, also Vice Chairman of MYRC, who had a fatal heart attack on the committee boat.

Attendance of Queen City boats in other regattas was fairly good and performance was even better.

Congratulations for keeping the Queen City name in the winners' circle.

MID-WEEK CLUB RACING

Club racing is shifting towards the larger boat divisions, with more and more people stepping up.

It looks like our dinghies have disappeared completely.

Last year we reported protests being at an all time low, but this has been changed into an all time high for this year. Thanks to our protest committee under Don Martin for all the time spent.

TROPHY PRESENTATION 1981

Sportsmanship Rellis & Russel Wilson

Best in CYRA Fred Mayerhoffer (Running Free)

Best in MYRC Al Rae (Enkidu)

Most Valuable Keelboat Crew Robbin Clayton (Enkidu)

First finish-QCYC in Freeman Cup Fred Evans (Champagne III)

Most Valuable Female Crew Sue Thomas (Enkidu)

Most Improved Sailor Bruce Robinson (Gone With The Wind)

Rally to the Flagpole Klaus Noack (Time Passage)

LOR Overall (Wednesdays) Al Rae

Outstanding Service to the Club Fred Mayerhoffer

Most Ports Entered no entries

Last Chance Cup Peter Grant (Fandango)

Best A30 on Wednesdays Don Bester (Nipkin)

Outstanding Achievement on Open Competition J. Ball (Swamba)

First Matilda (Wednesdays) Gib Speight (Pocket)

1982

Assessment to relieve debt - Senior -\$200, _Associate/Dinghy \$50

Membership 217

Roof on dining room repaired

City-side dock repaired in the winter when the ice afforded safety to work

Crewing Membership became Associate membership

Drywalled the downstairs renovations

Mr. Swain, the manager was dismissed in June

1983

Bob Johnston was made an Honorary Commodore of QCYC (Commodore - 1957)

New car purchased for the marine yard

Repairs made to the front of the clubhouse

Floating docks put in from in front of the Firehouse to the Jr. Clubhouse - with water and power outlets.

2 freezers bought for the kitchen

Rebuilt engine for the 'Queen'

130 moorings

Shark Gold Cup Competition Aug. 6/7 , Hal Ebert. 'Strider' on the North Shore executive of the Shark Assoc.

Karen Larson and George Chandler wrote about QCYC in GAM to entice new memberships.

Tender drivers were issued with club T shirts and sweat shirts to be worn on duty.

QCYC's contribution to "Canada's, America's Cup Challenge was \$1,320.00 - \$10 per member (senior)
Whitby Yacht Club movie night featured a QCYC film from the '30s
New lockers put in the dinghy shed.
Jr. Club senior instructor - Karen March
QCYC to hook up to city sewers

EARL V. NORTON

The death of Earl Norton has deprived Queen City Yacht Club of an old and valued honorary member. Earl died on November 5th, at the Oakville Trafalgar Memorial Hospital. He was 81. Earl was one of that band of embers who brought recognition and respect to QCYC. He was an infrequent visitor to the club over the past few years, but his name was mentioned in almost every conversation as members sat around reminiscing about "the good old days." Earl was predeceased by his wife, Annie. But his son, Bobbie, is still with us and making his own contribution to that intangible quality that makes QCYC the special place that it is. To Bobbie and to Earl's other sons Gordon and Stanley we extend our deepest sympathy. Their father will be remembered with respect and affection by sailors around the lake.

GEORGE ANNAND

It is with deep regret that we report the death of George Annand, a member of QCYC for more than 30 years. George died on Jan. 1st in Montreal. Over the years, he made tremendous contributions not only to the club but to sailing and racing in general.

George served as QCYC commodore in the late '50's. He will be remembered every year with the presentation of two trophies. One bears his name. The other was donated to the club by George's cousin, the late actor, Jack Albertson, whose name is on the trophy.

George was a member of the LYRA race committee, and chairman of MYRC. In that capacity he was at the starting line for every Saturday morning MYRC race for several years.

In 1975, George and the late Al Rae, Sr., aboard "Swamba" were members of the race committee for the Olympic Trials in Kingston. They returned the following year to play the same role for the actual Olympic sailing events.

George's wife, Betty, died just about six weeks before him, after a long illness. He will be sadly missed by sailors around Lake Ontario.

1984

Sewer installation - hook-up to the city sewers

New lockers built into the dinghy shed

Repair to the north end wall of the Great Hall

Tall Ships visit Toronto July 7 - 10

Ladies Committee spent \$900 (earned at bake sale, marine sale, fashion show/luncheon) on wooden slat blinds for the lower lounge.

First annual Newfie Night with Jim Douglas in charge - cod and screech!

Shark World Class - Hal Ebert 'Strider' - 1st place Paul Olsen 'Redcap' - 6th place

QCYC hosts the Viking 28 Regatta Sept. 1 & 2

Staff houses moved to the west fence for more privacy, kitchens installed.

Lake Ontario Nonsuch Assoc. Regatta hosted by QCYC

New Patio chairs and tables.

Larry Reid ('Antares') sold his boat and retired from active sailing after 31 years as a senior member at QCYC

1985

New windows in the north end of the Great Hall

New sound system in the main hall

Improved hydro and water on the Ward's Island side of the lagoon

New pump out system

Gord Cross, a member since the 40's (his son Jay competed in the 1984 Olympic Sailing Team) retired from sailing and sent a cheque to QCYC for \$2,000 to be put into a trust fund with the interest to be made available for Junior Club travelling assistance.

Ray Sheppard ('Safari'), died. He was an old time member, a Steward for QCYC in 1958, with his yacht 'Safari' used as a club tender.

Highly successful fashion show and luncheon put on by the ladies of QCYC in June, with the beautiful swimwear, sportswear and lingerie from the shop of Kathy Lewis, wife of QCYC Senior member Mike Lewis. Profits went towards setting up a children's centre in the lower lounge.

Barry Hitchin cruises to St. Thomas, US Virgin Island's via Puerto Rico from Morehead North Carolina on a Whitby 55

(Aug. '85 Clipper for details of the trip)

Jr Club acquires two Lasers 11's

New Tables and chairs in the great hall donated by members with their debenture money. -Engraved commemorative plaques.

AL COX

Queen City lost one of its Honorary Members when Al Cox suffered a fatal heart attack in early April at the age of seventy eight, shortly after a skiing holiday in Switzerland. Always a good-humored, energetic individual, Al campaigned for seventeen years as a crewman on VALHALLA, the Tumblaren of former Commodore Al Rae, contributing greatly to her illustrious racing career.

MARGARET LYE

Those who knew Marg Lye were deeply shocked to learn of her death in early December, when the illness she had long resisted with characteristic good cheer and courage finally claimed her. As a former resident of Algonquin Island with husband Ray and their six children, Marg's association with this Club could be measured in decades, and her contribution to its well-being and morale is immeasurable.

We shall all miss her, and share with her family in their loss.

TOM TOMBLIN

December was a black month for QCYC, since we also lost one of our finest members shortly before Christmas when Tom Tomblin suffered a fatal heart attack while waiting for a bus. In 1967 Tom paid this Club the supreme compliment of joining it after being associated with FBYC for most of his life. His father had been a founding member there and Tom had been one of its Commodores. Tom brought his enthusiasm, warm congeniality, and tradition of service to us, and in his eighteen years with Queen City he gave unstintingly of his time and effort, serving on the Board in a number of capacities, including three terms as Commodore. His leadership and understanding of the Club's needs provided us with a stable financial base for the future, and we are all in his debt. To Mary, Karen and Tom we extend our deepest sympathy.

TRIVIA BUFFS Which QCYC boat is named after an America's Cup racer?

VELSHEDA, built in 1936 for Rick Jackson's grandfather. This little sloop has had a more sheltered career than her glamorous namesake, a huge J boat which, after a brief burst of glory, ended her days in a mud bank, or so it seemed. Dedicated types resurrected and restored her to full seaworthiness. Her home port is now St. Helier in Jersey where berths in her can be chartered by the week.

Incidentally, Rick and Jean are expert divers who are investigating Toronto's most famous wreck. No, no, not the local hockey team. This is a schooner; sunk off Sunnyside. Can we look forward to a future article, Rick? Jean?

Ron Douglas, father of manager Jim Douglas, died recently after a long illness. Ron and his wife Vivian will be remembered as popular and hard-working staff members when they were with the club several years ago. The Club offers condolences to Vivian, Jim and Anita on their sad loss.

BOAT BUILDER'S UPDATE - Mike Smith 1985

When asked recently for his all-time favorite boat design, respected Canadian designer Ted Brewer replied. "It doesn't exist, but I would like to have seen a thirty foot Folkboat."

It does exist, Ted, hiding under plastic in Queen City's yard. I'm referring, of course, to Mike Smith's 31 foot lapstrake sloop, designed by Alan Buchanan in England to qualify for the Royal Ocean Racing Club's minimum waterline length of 24 feet for offshore racing.

A recent peek under the plastic confirms that Mike is making steady progress this winter in the painstaking task of completing her (imagine a 3-D Jigsaw puzzle the size of a small house where you have to make each part). Most structural Joiner work is finished and the trunk cabin sides are installed. These are cut from 1 1/4" mahogany plank, underlining that this will be a solid sea boat. Further proof of the boat's credentials for fast cruising in all weathers is the respectable finish the first example achieved in a Fastnet race of the late 50's. Remember the last Fastnet? Unlike the last boat Mike built (GREEN WILLOW), this one is not a pure sailer, and is equipped with a Faryman 2-cylinder diesel engine.

I'm really looking forward to seeing this sleek beauty in her natural element. No, I didn't ask when that would be--some things you just don't rush. Does Mike ever have time for sailing? Yes--from January to March, when he reaches up to 30 knots in his Skimmer 45 iceboat on the frozen waters of Toronto Harbour.

It does offer several advantages. No Sunday traffic jams in the gap; no running out of ice for the gin; and no bottom to paint.

1986

Extension of shore power on Ward's Island side.

Shark World's - Switzerland

Sandy Ebert, Mike Enthistle and Paul Olsen from QCYC

Paul Olsen - 'Redcap' - 2nd

Sandy Ebert - 'Strider' - 11th

pics and story in the Clipper

Jr. Club - Anthony Broecher - best white sail in July best bronze sail in Aug.

Instructors - Robert Eckersley, Sean Matthews, Debbie Noack, Darren Clements

Jr. club to CORK Youth Festival in Aug.

Fleet - 8 Albacores, 3 Lasers, 3 Laser II's, 1 Starboat

'Velsheda', Rick Jackson's boat belonged to his father, who was a Past Commodore of PCYC, was commissioned in 1936, the oldest wooden boat in the club.

June/July Clipper - pic of Al Rae in 'Valhalla' (1961) from Gil Callingham

1987

'Osprey', small workboat purchased

New stairway to the Dining room replaced the old rotting one.

Clubhouse repainted

Glass plates of old b/w pictures purchased by Guenther Latendorf -sailors and boats of the 1890's.

Jr. Club - Sean Matthews, Alan Kriss, Derron Clements, Debbie Noack - instructors.

Geo. Annand Trophy - S. Clements and V. Case

Laser Cup - Anthony Broecker

1988

New roof on the clubhouse, dining room and dinghy shed.

Clubhouse balcony skirted

Update - decorating - men's and women's washrooms

Ice and pop machine platform built under the dining room balcony.

Junior Clubhouse repairs, new floor.