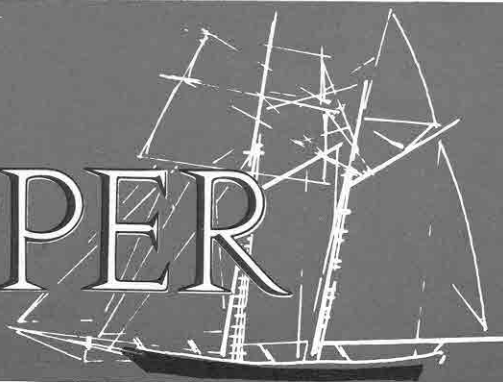


The



CLIPPER



FEB 1967





ALGONQUIN ISLAND

Honorary Commodore H. S. ROBBINS

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... C. MILLEN ... WA. 4-9571
- VICE COMMODORE**
... J. P. BECKETT ... 221-6482
- REAR COMMODORE**
... A. D. RAE ... 925-5141
- PAST COMMODORE**
... A. J. RAE ... 366-4162
- FLEET CAPTAIN**
... W. STEVENSON ... 368-4072
- SECRETARY**
... A. SIMMONS ... 924-4611
- TREASURER**
... R. LEE ... 363-5981

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... D. RUTHERFORD ... 531-2401
- MEMBERSHIP**
... P. JONES ... 366-3221
- MARINE YARD**
... R. NORTON ... 884-7871
- MOORINGS**
... L. CANHAM ... 282-5407
- PUBLICITY**
... K. DEELEY ... 481-4638
- JR. CLUB**
... T. PHILIPS ... 362-5777
- PLANNING**
... P. CRIDLAND ... 362-5101
- BAR CAPTAIN**
... J. HUSTLER ... 366-4162
- ENTERTAINMENT**
... D. SPROUL ... 789-6161

Q.C.Y.C. TELEPHONE: 368-0032

Commodore's Comments



The following excerpt is taken from an article which appeared recently in "Yachting World" entitled "What Every Yachtsman Should Know".

"Slowly a yachtsman acquires a wealth of technical knowhow. Some of it comes by practical experience. The number of times he has swigged a halyard taut, belayed, coiled and falls and hitched them to the cleat, coupled with a personal desire to gain efficiency, effects the competence and accuracy he will demonstrate. The keen, experienced man develops that "professional" look. The way a yachtsman handles rope is a gauge by which to judge, his overall competence. Not infallible nor comprehensive, but a yardstick for all that. If it were more so the question of suitability to be in charge of a yacht could be easily decided. This matter is gaining concern because as more and more turn to yachting, inexperienced people are launching out into the open sea situations where they cannot cope At present there is no established standard for yachtsmen and it would be an idea to decide upon one ... Practical experience is perhaps the greater schoolmaster in yachting but there is plenty of room for study."

C. J. Miller



This year 1967 is Canada's Centennial Year. There is a full scale of yacht racing including two World's Champions for Lightning and Dragons and a North American Championship for Stars. The first open regatta is Royal Canadian on June 3rd, the earliest open regatta in history.

All entries have to be separated into keel and centreboards and both classes into their various divisions, C.C.A., L.O.R. et cetera for keel and 14 feet Dinghies, Bluejay's et cetera for the centreboard in order that the keel boat race committee and the centreboard race committee can compile their work sheets. Accordingly, it is absolutely essential that entry forms be returned in duplicate as soon as possible to M.Y.R.C.
c/o W.G. Garrett
361 Kennedy Avenue
Toronto 6.

Forms at Club House on Board.

ST. PATRICK'S DANCE
March 17
9:00 pm - \$1.75/person
NATIONAL YACHT CLUB
Stadium Road
Orchestra - Parking

Door Prizes - Spot Prizes

THE REAR COMMODORE SPEAKS!

Greetings and sailutations!

I must confess I've used that terrible pun before but I couldn't resist the temptation to once again, run it up the spar to see how it flaps. Besides, it tends to upset those who are fair weather sailors so I know that if you are still with me, you are hale, hearty, strong of stomach and looking forward to the coming season. As your Rear Commodore I hope to help make it a successful and enjoyable one for all.

The Season opens officially May 27th with the Commodore's Sailpast. The mid-week Club Championships will start the following Wednesday. This year will see the welcome addition of a new keel boat fleet with it's separate start and prizes. That group, of course, is the Alberg 30s and we welcome such an established class into our often diverse, though thoroughly intriguing flotilla of keel boats. The miscellaneous centreboards will continue to race under a hybrid-type of Portsmouth Rating. This was tried with approval and success last year as it gives all boats a chance at the marbles although they may be only one of a kind. We'd like to see all boats out on Wednesdays this year. There's room and fun for everyone (a genuine Mad. Ave. crib).

The first open regatta of the season is June 3rd, with R.C.Y.C. hosting. I'd

like to remind all of you who are interested in competing in the local events to fill out your M.Y.R.C. Regatta Forms and return them before the deadline. Contact me if you require any information. Those wishing to compete only in our Q.C.Y.C. closing regatta will be able to do so as in past years.

The Club will be hosting two major events this year in addition to our own regatta. The L.S.S.A. will run over the July 1st weekend, bringing the top centreboard competition in the area out for their big season bash. In addition, the local Mallory Cup elimination will be held, using the Junior Club Albacores. These will be three man per boat eliminations. The semifinals (AREA D) and finals will be held in late July and late August in Sabre Scows at Royal St. Lawrence Yacht Club in Montreal. The Sailing Committee will arrange for the selection of the Q.C.Y.C. representatives by selecting those of my best friends or a series of eliminations over a weekend if enough sailors are interested.

Well, there it is, the season outlined roughly. The programmes should be mailed out to you within the next month so tack it up in a prominent position when you get it, find out what's in store, and get out there and participate.

Allan Rae (the younger)

CLIPPER'S COMMENTS

by
BERT BILGEWATER

Bert hears that there is a "New Senior Club Albacore Fleet".

We now have seven Albacores owned by senior members and a fleet, authorized by the Canadian Albacore Association, has just been organized. This centreboard class, which is relatively new, has shown tremendous growth potential in Canada with over 800 boats in this country alone. Last year there were more than 90 Albacores in the Toronto area with a large turn out (and a class start) at every week-end regatta. Our fleet has the promise of being the largest and most active centreboard group in the club. If you are interested in joining the ranks of our Albacore sailors, please phone the Fleet Captain Fraser Dewar at 447-4554 the Fleet Secretary Dwan Barsdeka at 421-1819 They are anxious to tell you more about this family racing boat and the excellent class association.

Bert also hears

- that members keep "borrowing" the club's electric pumps, often, it seems, neglecting to return them. At \$85 each this costs you all a lot of loot. What to do - we ponder? Maybe we keep them locked up and let you sink ...? Maybe we charge a small fee for use? Maybe you should have your own pump anyhow? Any comments? What do you think - hey?

- that the House Committee is seriously considering the use of real meat in the hamburgers this year.

- that the House Committee Chairman has emphatically denounced this rumour as malicious and foundless.

(Bert's comment - he's right, exerytime I looked for the meat, I foundless!

THE CLIPPER'S COMMENTS

ARE YOURS
" "

PLEASE MAIL
ALL COMMENTS
"PRO + CON"
ON ANY TOPIC
PERTAINING TO
YOUR CLUB
TO....

BERT BILGEWATER
27 CRESTVIEW RD.
TORONTO 12 ONT

