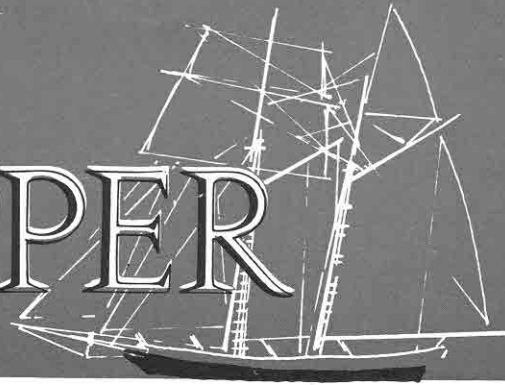


The

CLIPPER



September 1967

Queen City Yacht Club.





A L G O N Q U I N I S L A N D

Honorary Commodore H. S. ROBBINS

Officers

COMMODORE

... 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 ... 367-8086

TREASURER

... R. LEE ... 365-14 31

**Committee
Chairmen**

HOUSE

... 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 ... 368-3091

PLANNING

... P. CRIDLAND ... 362-5101

BAR CAPTAIN

... J. HARRIS ... 368-0032

ENTERTAINMENT

... D. SPROUL ... 789-6161

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



The present sorry state of transportation to the Yacht Club is a matter of no little inconvenience to the members and of considerable embarrassment to this Board I do not propose to burden you with the sad details which have culminated in our present difficulties, but rather, to clarify what we are attempting to provide in the way of tender service and of our position with respect to its improvement.

The decision to abandon regular tender service from the foot of York Street to the Yacht Club was taken as a result

of the need to limit the capacity to 12 persons. Quite obviously, more people can reach their destination at the Yacht Club in less if they travel part of the distance to the Ward's Island ferry boat by ferry and then are shuttled from there to the Club. Abbreviation of service commencing at 4:15 in the afternoons was dictated by the fact that this corresponded with direct ferry



trips to Ward's Island, and the fact that it was anticipated that afternoon traffic to the Club was reducing coincident with completion of vacation time.

While, admittedly, this is certainly a less convenient means of access it appeared to offer the only reliable workable alternative and your indulgence is requested until the situation can be improved.

Relative to the construction of the new tender, this has been unfortunately delayed owing to the need to comply with new regulations established by the Department of Transport under whose authority we become subject when more than 12 persons are carried.

The new tender "ALGONQUIN QUEEN" is designed for the transport of 39 persons and for this purpose must be equipped with a diesel fuel engine. To comply with this requires that the present engine (gasoline powered), and happily not yet used, be removed and replaced with an acceptable power plant. It seems unlikely that his modification can be made and construction completed in time for use this season.

The one pleasant aspect that has derived is the cooperation and kind offers of assistance from both the Royal Canadian Yacht Club and the Island Yacht Club in making their boats available to help us out at times when we were in dire need.

MARINE YARD

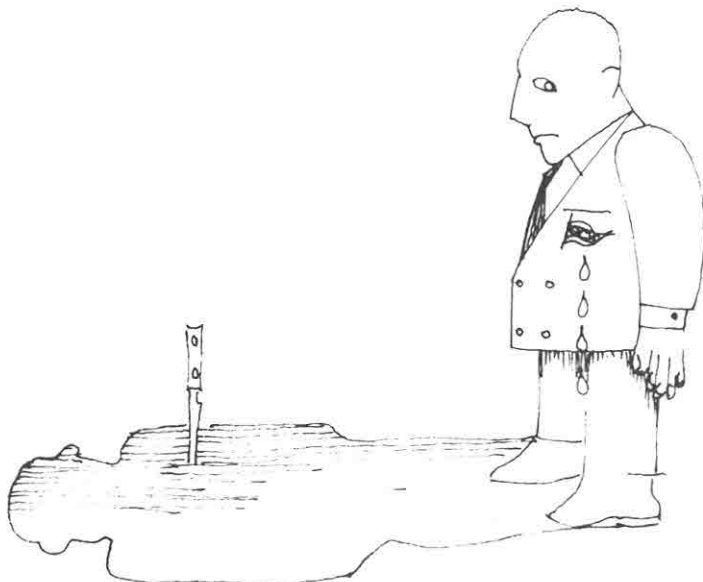
... R. NORTON ... 884-7871

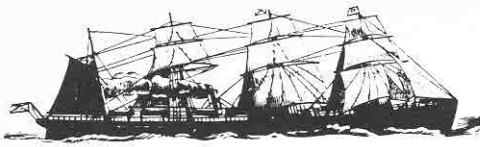
There are still some dues not paid NO PAY-NO HALLOUT

VICE COMMODORE

... J. P. BECKETT ... 221-6482

There are 18 metal lockers in men's washroom area. Fee \$5.00 per season please contact- J.P. Beckett Vice Commodore.





As we draw to the close of yet another season, it is fascinating to reflect upon a few things that contribute to the uniqueness of OCYC

For the benefit of those members who, for personal or business reasons, or because they own a dog, have not attended the club too frequently this year, I would like to touch upon a number of the things that have helped make this club what it is today.

We can be justly proud that the beacon of democracy and freedom shines forth from Queen City. That this is so perhaps best exemplified by a recent case in which a member was asked to resign for having a wife. However, to ease this man's anguish, it was agreed that his wife would retain the privileges of the club. It makes one feel rather humble to witness such a display of tolerance. I think.

I have heard many comments, some unpleasant, others downright rude, still others unprintable, regarding the lack of a club boat. It is time to clarify the situation and I would like to outline the reasons behind the decision to eliminate this service.

Firstly, it had been noticed that a number of members were in arrears with their dues and a need was felt to assist those so distressed. It was deemed impractical to aid only those delinquent, so an all bracing scheme was devised whereby all members could travel to the club for only 25c return. A saving of 25c round trip.

Despite our promise of increased business, Metropolitan Parks and Department ferries will still run only as far as Ward's Island Dock. Secondly, it was felt that members

were travelling around Toronto Harbour, calling into such ports

Centre and Hanlans, they would benefit from intercourse (social) with the many other boating enthusiasts they would bump into.

Members are invited to send in suggestions for the use of the steel hull that we have in our possession. Topping the poll at this moment is the recommendation that it be converted to an aquarium. All replies will be treated in the strictest confidence. Getting there is half the fun'. The other half awaits you at Queen City.

One of the more sophisticated pleasures available to members and guests is piano music to have breakfast by, played most weekdays from 5am. Breakfast is served from 10am.

Another high spot of our club life is the cocktail lounge. Members and duly accredited wives may spend many a relaxing hour here listening to stirring tales of the sea. Members should bear in mind that profanity is one of the traditions of the sea.

By tradition, sailors are slow to accept things new. But let it not be said that we are unaware of current trends in modern day society. In this respect the dining room vies with the lounge for cultural atmosphere for it is here that members all may be entertained by the present day phenomenon known as a Happening. It is respectfully suggested that wives be accompanied by their husbands for these excursions into the unknown.

It is also in the dining room that one is able to gain an insight of such worldly matters as Bulgarian diplomacy.

There is a little known fact that should be brought to the attention of those members with boats moored on the other side of the lagoon. You are invited to the use of of the clubhouse and the many facilities that it offers. If you

choose to arrive at the club by dinghy, there are certain courtesies to be observed. The OCYC burgee should be flown so that you may be recognised as one of ours. Membership cards should be carried. For your further protection it may be advisable to have an older member sign you in, as you can well understand we have to be careful of the calibre of people that are allowed onto club premises.

Dress is informal, wives may feel more in keeping with the atmosphere by wearing swimsuits and going barefoot.

A word of caution as to where you sit in the bar. All great clubs have their written but time honoured rules, so to Queen City. By tradition, table No1 is reserved for members of the club debating society. A group dedicated to probing the depths of lifes many mysteries. Why not discreetly listen in? You may learn much about yourself.

There is also a legal division of the debating group that is constantly examining the house rules for the further protection of members' wives and guests.

For those mechanically inclined informal demonstrations of engine maintenance are held each day on board the Roamer of Lillian often both. Drop by and learn the best places to hit your engine to make it go.

I could go on

but unfortunately I must leave my typewriter to keep a luncheon appointment with some clients at NYC.

In closing, I would like to say that I anticipate 1968 will be even more exciting, if you can imagine that.

Amongst those things slated for next year...a dog show, to be held just outside the club grounds... Metro ferries will fly the OCYC burgee...a machine that dispenses chips and gravy to barefoot children will be installed... a plan to make gas and oil available on only eight hours notice is being formulated.

It is not surprising that many members have expressed that feeling that they can barely contain themselves until next year.

J.R.T.

