



The **Q.C.Y.C.** *Clipper*

QUEEN CITY YACHT CLUB

ALGONQUIN ISLAND, TORONTO

July, 1968

First of all, an apology for the delay in sending out this issue. Some of the "news" is more like ancient history, but it's worth recording in print, so here goes.

The Commodore's Sail Past and Banquet was a real success: even the weather co-operated to give us a fine display of boats in the afternoon and a large turn-out at Perdue's Palace for the evening festivities.

An interesting side-light on the goings-on was the arrival at our Club of the Royal Canadian Yacht Club tender, "Kwasind", to take Queen City revellers back to the city at the witching hour. This service was arranged through the good offices of Club Manager Fred Poole, and was provided without charge by the RCYC. We were on the spot for transportation of such a large crowd at the end of the evening, and this gesture by our friends at RCYC was very much appreciated. We look for an opportunity to return the favour. (That must have been a swinging tour: the Queen City Orchestra, returning to the city after their evening's exertions, lobbed salvos of decibels with wild abandon, clear across to the Homeland.)

Cheers too for Al Rae the Younger for organizing the day, and to House Chairman Ron Thomas for his banquet planning.

Next day, Sunday, May 26, saw the inauguration of the Blake Van Winkle Memorial Race, and this event was well and truly launched with 69 starters taking their cues from the deck of Commodore Welsh's "Finale", off the Eastern Gap. The race began as a drifter, the various classes being closely bunched at the starting line. Later in the day, however, a good stiff wind provided some real sailing. Results are published elsewhere in this issue. Our thanks to all those skippers and crews who gave the Blake Van Winkle such an auspicious start.

By the way, have you noticed how we're expressing our appreciation of the fine workmanship and expensive materials used in the construction of the "Algonquin Queen?" We butt out our cigarettes on the linoleum floor.

Because of a couple of recent incidents it is becoming increasingly apparent that members need a clear understanding of what privileges and responsibilities go with Club membership, and particularly with respect to the sale of boats outside the Club. Boat owners are giving the impression to would-be buyers, (or at least not discouraging the notion) that the purchase of a boat from a member transfers privileges of membership. Not only is this not so: it is quite possible for a boat not to be accepted back into the Club, at the discretion of the committee that checks into maintenance standards, and buyers are under the scrutiny of the Membership Committee when they apply for membership. It's up to the members involved in these situations to inform the other parties of this fact.

While you're at it, resist the urge to let in any of the hangers-on that come poking around the gate, looking for refreshments at the Clubhouse. Our charter as a private club strictly forbids the use of facilities by the general public. Besides, that's the best way to lose the many thousands of dollars in tools, fittings and paraphernalia that we like to leave lying around in the safety (we hope) of our private grounds.

Would all the keelboat owners please take 5 minutes to clean out the debris left behind after launching. A few minutes spent picking up your own junk will save the Marine Yard crew hours of work doing it for you.



**Sailpast
1968**

Great preparations . . .

. . . as the fleet sets out . . .

. . . into the bay.





Rear Commodore A. D. Rae directs traffic from the deck of Jack Beckett's "Zeus".

Here comes Ron Thomas in "Desafinado."



"Gay Gordon" gets into position for the Sail Past.

THE CLIPPER

