



QUEEN CITY YACHT CLUB  
ALGONQUIN ISLAND, TORONTO

MAY, 1969

*Swingin' Queen City Where it's at in 69!*

## Spectacular I: PAINTERS' PROM

**SAT. NITE, MAY 10**

Turn up as you are . . . the nicest, dirtiest painter people on the lakes . . . you'll qualify for luscious liquid scoops of sorts . . . prizes, that is . . . and, like we said . . . no Dior, Rodolfe, or Sid Silver creations admitted . . . just wipe your feets . . . and point high to

### The GREAT HALL

The QUEEN CITY BEER, CHOWDER AND PROPAGATION SOCIETY MARCHING BAND will call the session to order at 9 chimes.

*and* at 10 or thereabouts, Rear Commodore Nick Schoenstedt will "Take us aboard" a Whitby 45 for some super colour slides showing racing in the SOUTHERN OCEAN RACING CIRCUIT.

PRIZES PRIZES PRIZES PRIZES PRIZES

Entertainment Committee

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We welcome the following new members to Queen City, and hope you will enjoy many years of fine sailing with us. The Board members are listed, with their phone numbers, on the front of your Sailing Program, and they will be pleased to help you with any problems which you may encounter. Mr. M. A. Bernard, Mr. B. Case, Mr. G. Chandler, Mr. R. Engel, Mr. Otto Feyer, Mr. W. Floercke, Mr. D. G. A. Gray, Mr. E. B. Henry, Jr., (who brings the first of that interesting new Olympic class, the Soling, to our club), Dr. H. Hope-Gill, Mr. Harry Koukal, Mr. D. K. Roe, Mr. W. E. Scovell and Mr. W. B. Weatherhead.

## RACING RULE INTERPRETATION

For better or worse, your Rule book contains no working examples. Clarification of, and correct application of Part IV of the Racing Rules, (Sailing Rules when yachts meet) often happens in committee as a direct result of precedents established from case histories. At least, that's how it should be and it is as well to remember that these precedents or written statements by the NAYRU and IYRU are as valid as any written rule of Part IV. These little gems of information are scattered by the NAYRU hierarchy throughout a book titled "Decisions of the Appeals Committee." They are law, and as such are mulled over by Protest Committee men and local yokels for the laudable purpose of interpreting the intention of the Rules as they might apply to a real incident. The one hundred and twelve or so Appeals Decisions contain many older precedents which may still be used and quoted, referring as far back as an incident between "Endeavour" and "Rainbow" - 1934; or even further to an English case of 1902 vintage. Both of these incidents involved showing of a Protest flag. It is easy to see from the decisions rendered in these cases why the interpretation of Rule 68.3 (a) is so strict. Where applicable, the provisions of this Rule are rigidly enforced.; when they say shall be signified by showing a flag - they mean just that.

Now, how about running a spot check with your Rule book against some of these guidelines we are about to quote from some decisions by the NAYRU. The 1965 CYA book will do for now. It is not expected that the 1969 version (available in May) will change the content of these specific quotations..... the following italics are mine.

"We hold that, when there is doubt as to whether a yacht is sailing a proper course, she should be given the benefit of that doubt."

***You may allow for wind and tide, for instance.***

"We hold that, a leeward yacht which has legally luffed a windward yacht may bear away suddenly....."

***If you hit him with your transom, he's out.***

"In our opinion, an inside yacht should hail for room when, in her opinion, the sufficiency of room is in doubt."

***A hail is given great weight by Protest Committee.***

"We hold that a windward yacht is still obligated to respond to a luff when the yachts are three lengths from a mark....."

***In other words, Rule 42 does not yet apply.***

"We hold that when there is reasonable doubt as to the ability of a port tack yacht to cross ahead of a starboard tack yacht, (1) the starboard tack yacht is entitled to bear away and protest, and (2) the burden of proof rests on the port tack yacht to prove that she would have cleared."

***Even if by estimation they would have cleared, the judgement of the right of way yacht wins the day.***

".....and we hold that a yacht which touches a mark because she has drawn it against her by fouling its mooring line is not subject to disqualification."

***We have not seen the 1969 Rule re-write yet, to determine whether the yacht would have to re-round.***

## From the C.Y.A. Ontario Sailing Assoc. Annual Report

Here is a report on the activities of the Ontario section of the Canadian Yachting Association for 1968. This organization was set up in order to be in a position to officially approach the provincial government to obtain grants. The second objective was to provide an organization that could fill the gaps left out by the Metro. system, L.Y.R.A., L.S.S.A. and other similar local organizations throughout the province.

The organization became immediately very useful in the fact that with the Canada Games taking place in Halifax this year, we had to arrange a system in order to select this team. This has been set up so that every yacht club in the province has been notified and asked to submit a team that would like to qualify for the final trials in the Soling, Flying Junior and O.K.'s.

The big project during 1968 in the province was the work done on the Canadian Yachting Association Sailing Team. The 5.5 Trials were held at Toronto, and the Dragons were in Kingston. The Kingston Yacht Club and the R.C.Y.C. were most helpful in this particular situation. In addition, under Fred MacKenzie and David Osler, the Province was quite successful in obtaining money for the Olympic Trust Fund.

An idea was conceived in Ontario which is the result of the C.O.R.K. Regatta, which is going to take place in Kingston in 1969. This Regatta is basically a Regatta for Olympic and high performance boats to upgrade our standards in the hope that we will produce a future Olympic Gold Medal winner. To this Regatta will be invited some of the world's finest sailors, which means that we will be giving our sailors in Canada a chance to race against the world's best. In the past, anybody in Canada who wanted this excellent competition, had to go to Europe which results in a great deal of cost. Kingston must be congratulated on their willingness to take on this Regatta as it is a very big venture which will probably attract twice the number of boats that were at the Olympic, which gives you an idea of the magnitude of the Regatta.

As far as the number of boats sailing in the province is concerned, the only comment is that the growth is fantastic.

Big boat sailing has grown much more quickly than most people realize, especially when you consider that the boats are very expensive. In addition, the the Red Jacket, sailed by Perry Connolly has done a great deal to advertise our strength in this field.

The success that they had in winning the Southern Ocean Racing Circuit was terrific, and we are all very proud of their success. In addition, it cannot be overlooked that the designers, George Cuthbertson and George Cassian, known as the two Georges, have developed their skills to such a magnitude.

In 1968 the Royal Canadian Yacht Club received a challenge from the Cleveland Yacht Club for the Canada's Cup. The R.C.Y.C. has accepted the challenge and we in Ontario, naturally, wish them success. Instead of racing in 8 metres this time, they are going to be using boats similar to Red Jacket.

John N. F. Robertson,  
Chairman,  
C. Y. A. Ontario Sailing Association.

"It is not unusual for a collision to occur between two boats that is the direct result of a third boat that was in the wrong and caused the situation. In such instances it does not follow that either of the boats involved in the collision should be disqualified."

"We believe that when a boat is going at about hull speed such an operation as sculling is impossible and that to take advantage of waves a skipper may move his tiller as he thinks best to accomplish that purpose."

### ***Makes sense!***

So much for that. If you are not going to buy a copy of the "Decisions on Appeals from the Racing Rules," NAYRU, 37 West 44th Street, New York, NY 10036, take the time to cut out these excerpts and attach to your Rule book, (the one you carry on board.)

Protest Committees need as much guidance as possible in order to do a creditable job for the competitor.

JIM TRUILL

Protest Committee Chairman, QCYC.

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"Circe" left the Club on Sunday, April 21 for the last time. She will now sail out of the National Yacht Club under her new name, "FRAM." Circe logged a total of 5000 miles over the past 3 years and won nearly everything once in her class rating.

-N. Schoenstedt.

Rear Commodore Nick Schoenstedt took soundings between the clubhouse and the ferry dock in April, and has found the deepest spot to be only 8 feet. The bottom is hard sand. The depth of water increases to 15 feet farther up the lagoon, but keelboat owners will have to be wary of the approaches to the club.

### **MARINE YARD**

Second launching dates are May 17 and 18: this launching will put you in the water in time for the COMMODORE'S SAILPAST on May 31st. The last official launching will be May 31st and June 1st. After this date you will be assessed \$10 for Late Launching, and the penalty will go up to \$25 after July 1 unless special arrangements are made with the Board of Directors.

After the publication of the specifications for a standard boat cradle just before haulout time last year, a gratifying amount of work was done by members in this respect. But Marine Yard Chairman Bob Norton still reports too many unsafe cradles. We will again publish the diagram and specs later this summer, but if you want a copy now, they are available for the asking. Call Headford at 364-7544 to have one mailed to you. Remember: an unsafe cradle endangers the volunteers who help to launch and haul YOUR boat: if, in the opinion of the Board, yours is unsafe, you will not be hauled this autumn.

The Marine Yard Committee takes no responsibility for any ridge poles, frames, tarps, paint or anything else left lying around. If you wish to keep it, put it away in a secure place.

Remember: it is your club: so keep it ship-shape by using the garbage cans and the paint lockers. It will make everyone's job easier and we can all enjoy our club.

R. NORTON, Marine Yard Chairman

The following are some excerpts from a notice of the C. Y. A. Ontario Sailing Association, which should be of interest to Queen City competitive types. An interesting feature of this event is that the sailor need not be a regular competitor in any of the 3 classes outlined, as long as his club selects him to compete.

## Ontario Sailing Team - 1969 Summer Games

The sailing team to represent Ontario in the 1969 Canadian Summer Games to be held August 15th to 20th, 1969 in Halifax, Nova Scotia, has to be selected and named by July 1st, 1969. In order to apply for acceptance as a starter in the ONTARIO Trials, which will be sailed June 28th and 29th, the following rules will be observed.

RULE 1. A yacht club may only enter a maximum of one crew in each category of class. It is the yacht club's responsibility to select the representatives from the club.

RULE 2. Entries must be made by the club (not the individual), and duly authorised by the club as being their official entry.

RULE 3. The Yacht Club making an entry must be a member club of the Canadian Yachting Association in good standing, and ALL CREW MEMBERS entered must be individual members in good standing of said Yacht Club.

RULE 4. Entries must be (a) CANADIAN CITIZENS and (b) PERMANENT RESIDENTS of the Province of Ontario.

RULE 5. A crew may only be entered in one category of competition.

RULE 6. LETTER OF INTENT TO PARTICIPATE MUST be forwarded to the above address by MAY 1st together with an Entry Fee Deposit of \$5.00 per person, made payable to C. Y. A. ONTARIO SAILING ASSOCIATION; (This Letter of Intent has been forwarded by Queen City, with a blanket entry for 3 boats and 3 crews. Information about filling these positions is on the bulletin board, or phone Nick Schoenstedt at 461-9411 during business hours.)

RULE 7. ENTRY APPLICATIONS Naming Official Club Entries must be fully completed and properly authorized.

RULE 8. The boats for the Final Selection Series will be borrowed and rotated. In this regard, Clubs are required on Entry Applications to certify that their entries are competent racing Helmsmen in a comparable type of craft to that in which they will be sailing, and must list on the entry application, under "Synopsis of Helmsman's Experience" the entry's qualifications. AN ENTRY APPLICATION WILL NOT NECESSARILY BE ACCEPTED BY THE SELECTION COMMITTEE - ACCEPTANCE WILL DEPEND ON THE QUALIFICATIONS OUTLINED UNDER EACH ENTRY'S NAME; ,.

THE SOLING CLASS ELIMINATIONS - the individual entrant will have to provide or negotiate his own boat.

The Ontario Team will consist of the following:

One SOLING (Crew of three)

One FLYING JUNIOR (Crew of two)

One O.K. DINGHY (Crew of one).

There is no minimum or maximum age limitation.