

THE CLIPPER NEWSLETTER

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The past two weeks have seen a great deal of activity with the dinghy and Star sailors. Their respective storage areas have been extended and a ramp provided to allow the dinghys to reach the water without first traveling through a sea of mud. Lockers are now available to some of the dinghy sailors and are housed under the Great Hall. These events all go to show that where there is a will there is a way - the work has been worthwhile and those who participated in it should feel that it was a job well done.

DINGHY AREA NEWS

Late in June, a meeting was held in the Great Hall for all dinghy sailors. Seventy percent of the people affected by the mud were present, and were invited to offer ideas on how to correct the situation.

The ensuing discussion resulted in the recommendation that since the water level could well remain above normal for several years, the level of the dinghy yard should be raised as much as possible and cement stones laid over the entire surface.

A letter outlining this request and stressing the urgency of it, was drawn up to be presented to the Executive at their meeting on July 10th. On Monday, July 9th, the finishing touches were put on the temporary causeway leading from the north dinghy ramp to the rear of the dry sail area.

The work on the ramp took place on Friday night with two work crews, one heaving stones on the city side and the other carting sand and sandbags at the club.

Saturday saw more sand carted and some fancy stone-laying.

On Monday the stones were laid in a more elementary fashion, but the job was completed.

Thanks to everyone who helped and especially to Mr. A.H. Crane who suffered a bad bruise when one of the stones fell on his foot.

LOCKER SPACE

Locker space has been found under the club house for approximately thirty dinghy sailors. These are standard high-school sized lockers. Anyone interested should contact John Clammer before Saturday, July 21/73. Lockers will be assigned in order of seniority in the club. Rental will be \$10.00 per year.

Thanks to Larry Smart and Ted Swain for finding us this space.

EXECUTIVE MEETING JULY 10, 1973

The dinghy area proposal to raise the level of the dry sail yard to the level of the breakwater was accepted.

We were instructed to look into the loan of a front-end loader and to place an order for 600 more concrete tiles to cover the remainder of the yard.

* LOST

Men's wedding ring left in men's washroom Wednesday night July 18, 1973, will finder please contact Al Rae Jr., 449-7500 (office) 486-0715 (home).

HOUSE RULES

Early this year all members were sent a copy of the QCYC Sailing Program for 1973. Part of the program included the "House Rules." Recently several Board members have observed members and non-members breaking some of these rules and those responsible are asked at this time to observe the rules or they can expect to hear from the Board.

Specifically we refer to (1) Bathing suits in the upper portion of the club house - these are prohibited under rule nine - as is any state of undress, including bare feet. (2) Members may introduce a male guest to the club only once a month. Ladies are welcome any time. (3) Children under 18 years cannot use the Great Hall during the time this area is open as a Lounge under the L.L.B.O. Regulations. Children will be asked to leave the area if they are in it.

RACING NEWS

We have had a lot of protests this year to date. Many of them revolve around simple rules and for the benefit of all racing skippers and crews we publish herein a summary of racing rules for their information. We hope they will help to reduce the protests which have taken place.

SUMMARY OF RACING RULES

"BASIC RIGHT-OF-WAY RULES (Covers most situations)

- (1) Boats on OPPOSITE tacks: Port tack keeps clear of starboard tack.
- (2) Boats on SAME tack:
 - (i) Windward boat keeps clear of leeward boat,
 - (ii) Boat clear astern keeps clear of boat ahead.
- (3) During a tack or jibe: Boat tacking or gybing keeps clear of boat on a tack. If both are tacking or gybing, the boat to port keeps clear.
- (4) Passing marks: Boat overlapping on inside at 2-boat lengths from mark must be given buoy room.

PASSING

- (5) A leeward yacht may luff a windward yacht or yacht clear astern steering to pass to windward until the windward yacht can hail "Mast Abeam." Thereafter she may not sail above her proper course.
- (6) A windward yacht may not bear off on a leeward yacht to keep her from passing on "Free," i.e., reaching or downwind legs.

STARTING

- (7) Before starting a leeward yacht with luffing rights may only exercise them slowly giving the windward yacht room to stay clear and may not luff above a close-hauled course (the proper starting position) unless the helmsman of the windward yacht is behind the main mast of the leeward yacht.

ANTI-BARGING
RULE

- (8) Before the start, a leeward yacht need not give any room to a windward yacht on the same tack to clear the starting line on the right side of the buoy but after the start, the leeward yacht shall not deprive the windward yacht of room by sailing above the first mark or close-hauled.
- (9) Yachts returning from a premature start have no rights.
- (10) Yachts may haul for room to tack to clear an obstruction.

GENERAL RULES

- (11) Even when you have right of way, avoid collisions.
- (12) Withdraw from a race if you have fouled.
- (13) A right-of-way yacht must not balk or mislead or prevent the other yacht from keeping clear.
- (14) Hail before making an unforeseen alteration of course."

FLEET CAPTAIN

Good results to date with the licensing for operation of power boats in Toronto Harbour. So far all candidates have passed their test, some thirty-odd members in all.

LETTER TO THE EDITOR

"To the Editor,
The Clipper,

Dear Sir,

I have been waiting with baited breath for the promised improvements this season with even more patience than in the past, taking into consideration the problems brought to you by the high water. Alas, the same old problems hound us and a few more have developed.

I would appreciate answers and/or action on the following: Dining Room hours on Wednesday evening - should they not go at least till 9:30 p.m? Many people arrive too late to be served or do not want to race on a full stomach. I won't go into the variety (or lack of it). Those are endless problems it appears, the answers for which are beyond the kin of Queen City's board.

(One situation that can be corrected at the wave of hand though, are the bar hours throughout the week. During Monday, Tuesday, Thursday, they are no less than ridiculous. If these hours continue, more and more, members will take to setting up their own drink tanks in their lockers or boats if they are fortunate enough to have them. Pity the dry sailors or crews (read social) members.

If the club cannot supply edible (sic) food at civilized hours, showers, gasoline and pump-out facilities at least give us a place to cry into our beer.

Respectfully Yours,"

(signed) Allan Dew

HOUSE

Ice is available at all times from 9:00 a.m. in the Dining Room.

Our new colour T.V. set is installed in the Dining Room. Tickets are being sold for a draw to be held for it at the Halloween Dance. Tickets are \$1.50 each or 8 for \$10.00. See Jimmy at the bar for tickets.

Our English Pub Night was a roaring success - the music was great, the crowd good and the refreshments thirst quenching. A big vote of thanks to Gord Anderson and Don Coulson for this one. Let's support them in their next big effort.

The Board has voted unanimously to stop all charges in the Dining Room. Charges, or a tab if you will, can be run at the bar but must be cleared off each month.

TO THE CRUISING SAILORS

Port Hope Marina have written to say they are open 7 days per week 8 a.m. to 8 p.m. with no charge for docking. There is a \$1.00 per day charge for electricity.

REMEMBER

Dockside '73 - September 13 - 16. This show attracted a lot of interest last year and it looks like it will be a bigger event this year. It will again be held at Ontario Place. Sailboats will make up 70% of the participating yachts. It should be good fun to attend.

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