

THE CLIPPER NEWSLETTER

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The summer is rapidly disappearing into memory. In two weeks schools will reopen. In three weeks the Queen City Regatta will signal the last of the M.Y.R.C. regattas for 1973. The year has been active but there is much to be done before haulout. Watch for the notices of work parties in the locker and storage yard areas.

We can keep our cost of operations in time only by the cooperative effort of all members. Lets put a real effort into our fall projects and end the 1973 season on a positive note.

Membership

As of this date we have 219 Senior members, 5 lady members, 10 students members, 24 intermediate members, 4 Honorary members, and 30 out of town members, we mail notices to 25 Yacht Clubs. Members wishing information on other members can obtain this by calling Mrs. Beryl Willmot at the club - 368-6418.

Request to Members -

Dining Room Hours are posted on the Menu Board in the Dining Room. These hours are determined by the House Committee and not the Dining Room Staff. Chastising the Staff is a source of embarrassment for everyone.

Persons having complaints are requested to contact the undersigned.

Gordon Anderson.
House Chairman.

Moorings

Signs have been posted on the wall of the Dining Room building to indicate that there shall be no alongside mooring in this area- the practice is continued by some members who apparently don't realise that they cannot control the roll of their boats in the swell from the ferries or our tender and that there is a very good chance of their spreaders going through a Dining Room window and causing serious damage.

Replacing a window alone could run to \$200.00. Members are asked to remind visitors or other members of the danger and request them to move their boats to the north of the building or moor nose on.

The following Transcript is taken from an N.F.P.A. publication and is as timely now as at any time of the year. It is entitled

"Gasoline Storage Dangers".

Is it worth risking your life, your home and your car just to avoid running out of gasoline this summer?

"Every consumer who 'stockpiles' gasoline exposes his family and his possessions to the real danger of deadly explosion and fire," the President of the National Fire Protection Association (NFPA) has warned.

With various parts of the nation facing gasoline shortages, many householders and motorists are hoarding fuel without thinking about the tragedies they could cause," says Charles Morgan, head of the international fire safety organization.

"The more fuel stored in the house and car, the more fuel there is to give off vapors - and to explode and burn in case of fire. It takes just one lighted cigarette, one electrical spark or one pilot flame on an appliance to ignite gasoline vapors. And, in a flash, a vapor - filled room or car becomes a flaming death trap.

"Be alert to gasoline's danger signals, Mr. Morgan urges consumers.

"Any smell of gasoline in a storage room or automobile trunk is good evidence of a vapor leak in the container and should be taken care immediately."

To store gasoline at home, the NFPA President advises use of an approved safety can - never a glass jug, discarded bleach bottle or other makeshift container.

Keep the gasoline in a well ventilated area where it can't be tipped or damaged accidentall. Never store it in the same room with hot water heating equipment, where a pilot light or sparking switch could set off an explosion of accumulated vapors. This shouldn't be used for gasoline, especially if heating equipment is located there, Mr. Morgan emphasizes.

"Carrying extra gasoline in the trunk of the car also can create an explosive situation, he further warns. Gasoline vapors can filter from the trunk into the car's interior where the striking of a match or electrical system spark can set off a powerful explosion.

"If spare gasoline must be carried on the road, use a metal or approved plastic can that is absolutely vapor - tight," the NFPA President recommends. "

"Approved safety cans, which makes them unsuitable in an automobile. Instead, use a container with perfect seals on both the cap of the fill opening and the pouring spout. Also, never fill the container completely - leave a little room for the gasoline to expand as it's warmed by the heat of the day and of the car."

The Following applications for membership have been received.

Senior

Donald Grey
2 Torryburn Place
Don Mills, Ontario.
Journalist

G.A. Craigen
Box #3
Agincourt, Ontario.
Video Tape Operator

Kees Huismans
35 Sunny Glenway
Suite 201
Toronto, Ontario.
Lithographer

Intermediate

D. Barry Altman
9 Batawa Cres.,
Rexdale, Ontario.

Student

Vernon Hoepfner
1104 Avenue Road
Toronto, Ontario.

Out of Town

Barry Hamilton
47 Dunsany Cres.,
Weston, Ontario.

---A DAY FOR THE LADIES---

Fashion Show

Saturday Sept 8th

It's your day girls -- in the Great Hall -- Saturday afternoon
From 2.30p.m. to 4.30p.m.

Fashions for the coming season, well known Toronto Models will be showing
the latest in Styles and Jewelry from Europe.

Come on girls let's make this your day, bring your friends and your
boy friends and stay for the Dee-Jay dance at night.

NO CHARGE for admission.

Cheese and Wine will be available at the Bar, along with your favorite
thirst quenchers.

Mrs. House Chairman
M. Anderson.

HOUSE REPORT

The Staff have been working quietly to spruce up the appearance of the
Club, and to provide additional facilities - the Clubhouse and locker
blocks have been painted, floors sanded and varnished, new lights installed
especially on the pathway by the Ritz and electrical outlets placed along
part of the seawall on the clubside. Additional outlets are planned this year
for the Algonquin moorings from the gate to the bridge. The yard has been
cleaned and sterilizers are being applied to kill the grass and weeds. After
a slow start this year the club is really starting to take shape. Many thanks
to Ted Swaine and Russ Thornhill.

TO ALL BOARD MEMBERS

Those Board members who as yet have not provided the Vice- Commodore with
their picture for the Board of Directors picture are asked to arrange with
AL. Rae to have the job done. It is important to have this group completed
by the Regatta, September 15, 1973.

WARNING

Probably very few sailors in the club are aware that the High Tension Hydro Lines serving Algonquin Island run under the bridge from Ward's Island to Algonquin. In the past at least two boats have had their backstays severed when they drifted into the area and their masts touched the Hydro Cable. If you use this area check carefully to be sure you clear the bridge before attempting to pass under and take special care not to contact any part of the underside of the bridge.

CLUB RACES

Congratulations to Rob Preston and his crew on winning the Annual Reprobates Race- the excess of the registration fees over necessary expense were turned over to the Treasurer and are to be applied to the Junior Club. A fine day was enjoyed by five skippers and their crews. Another year we would look forward to greater participation by the members.

PERSONAL

It was good to see John Purdue back in harness so to speak last Sunday. John offered to start and finish the Reprobates Races and generally look after things. - Many thanks -

Marine Radio Telephones

These instruments permit the Transmission of Distress Signals and Communications from a vessel to the Coast Guard, Harbour Police, other vessels and land based telephone. By 1977 we understand that every one wanting this type of equipment will have to buy VHF/F.M. which operates on the 156 to 163 M Hz band.

To operate this type of equipment you must have a licence obtainable from the Dept., of Transport.

By law all VHF/F.M. rigs must be equipped with at least three channels. Channel 16 for intership, and ship to coast distress and safety calls and for starting a conversation, channel 6 for ship to ship safety messages and a working channel to suit your own needs. You are apt to need several working channels- each channel requires a pair of crystals costing about \$10.00 to \$20.00 per pair.

Antennas are extra and are norminally a 3 dB gain, which refers to the effective increase in power over a singular form of antenna. Antennas should be mounted as high as possible to get the greatest range. Genually antennas are interchangeable with the various sets available.

Installation is easy -All sets have a bracket for top dash or below dash mounting. Most sets can be removed easily from their brackets with simple thumb screws. Almost all have hand held microphones and most microphone cords are permanently attached. All have transmitter buttons on the microphones, and have a signal light that goes on when the button is depressed. Most also have pilot lights that show when the set is on. Most sets have a channel selector knob like those on T.V. sets. Most sets have built in speakers.

Sets are limited by law to a power output of 25 watts and must be able to be switched to an output of 1 watt or less. This limits the distance a transmission will travel and lessens the chance of interference with others.

To use a set you monitor channel 16 and start the call when the channel is clear. Once contact is made both parties shift to another channel e.g. a locally designated channel if it is a Marina. If possible both parties should then operate at under 1 watt power output. Should receiver HISS be a problem while monitoring, tune to any channel not being used, set an adjustable squelch control to a point that just kills the noise and return to the channel you wish to monitor.

These units are used extensively in some areas and are looked upon as a tremendous aid to safety while afloat. - It is anticipated that their popularity will increase and that we will see more sets being used in the future.

Reminder

Please keep in mind September 15th 1973 our clubs Open Regatta, we wish to extend a warm welcome to all members and their families. See you there.