



Queen City Clipper

1974

April





Commodore's Comment

Welcome to the 1974 season of The Queen City Yacht Club, which very literally opened with a resounding bang as Russ Thornhill launched "The Queen" for another year.

You will be pleased to hear that we have opened your club for the weekends, with partial service being provided by the bar and dining room, so let us all gather around our club and comrades in sailing and make the place hum with good times and good fellowship once again.

I cannot praise too highly the work of your Board of Directors who are enthusiastic, conscientious and hard-working. With them at the helm, our good ship should sail into halcyon waters. But not without help from the members, whose constructive criticisms will always be welcomed by your officers.

Without a manager this year they will have additional duties and responsibilities, so please co-operate with them as much as you can.

Good Sailing!

Herb Pitcher

Vice Commodore's Report

For several reasons the Board has decided not to engage a Club Manager this year and has appointed the following staff:

1. Russ Thornhill has accepted the position of "Plant Operations Supervisor". This is a newly created post and gives him much more scope than previously. He is responsible for the total maintenance of the Club House, Perimeter Buildings, Marine Yard, Club Boats and Grounds. It is his job to ensure that the Club is in the best possible condition for the enjoyment of the members. He will supervise any Yard and Boat Driving Staff. While he will receive merchandise for both the Dining Room and the Bar, these two areas will, of course, be directly under the control of the Chef and Barman.

In addition, Russ will drive the Algonquin Queen to relieve the new Boat Driver (to be appointed soon).

2. Beryl Willmot will take charge of the office and its accounting aspects. She will be responsible for all purchasing and stock control. We would again remind all members that no purchases from suppliers may be made for any reason without first obtaining a Purchase Order from Mrs. Willmot.

We are very pleased to have Russ and Beryl back with us in their revised positions -- and we wish them every success.

The Club is starting to come to life again after a very long winter. We are making repairs and improvements as quickly as we can. This is your Club and if you see anything that needs repair or replacement please notify Russ or Tom Tomblin, House Chairman, immediately.

Re: Locks on Lockers.

For fire and insurance reasons we must have a key in the Club Office which will give us access to every locker. If you have altered or changed the lock would you please send in a duplicate key. We will be testing our keys within the next month.

We would remind you that flammable liquids may not be stored in lockers.

G. R. Lambert.

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|--------------------|--------------------|
| 1. R. Hopkins | 15. M. Skinner |
| 2. B. Gilchrist | 16. D. McKerracher |
| 3. B. Weatherhead | 17. A.K. Cameron |
| 4. J. Van Sickle | 18. P. Ashby |
| 5. W. Boyce | 19. J. Brodie |
| 6. R. Cameron | 20. R. Bainard |
| 7. M. Blankstein | 21. L. Masterman |
| 8. F. Mayerhofer | 22. T. Coward |
| 9. R. Shepherd | 23. D. Bell |
| 10. H. Smith | 24. R.J. Morris |
| 11. M. Cohen | 25. C. Hein |
| 12. A. Bano | 26. B. Harrington |
| 13. O. Ferfer | 27. T. Danniels |
| 14. J. M. MacInnes | 28. R. Hamburgh |

From The Rear Commodore

Most club members are aware that we have a weekly series of races for club boats which leads to the Club Championship in each of the various classes which will be racing.

The series starts in June and finishes in September. Races are held weekly during that period and are open to all members of the club. Generally speaking, our races are a training ground for the MYRC regattas hosted by the yacht clubs in the Toronto area during the summer. We attempt to provide you with good course racing, the distance varying depending upon the weather. All races are held in Toronto Harbour on either triangular or diamond shaped courses around permanent marks. The instructions and signals given are consistent with those proposed by the National Yacht Racing Union. A Protest Committee is provided for any yachtsmen to call upon in the event of dispute.

This year, the dinghy section of the club will sponsor a seminar on the 1st of June for anyone in the club who would be interested in increasing their sailing and/or racing skills. The day will take the form of chalk talks in the morning with practical lessons in the dinghys in the afternoon. This should be a day to keep open.

We look forward to a full and active summer of racing and ask that anyone looking for information or help contact one of the members of the Sailing Committee.

All yacht races in this area regardless of their sponsorship, are run under the rules set out by the International Yacht Racing Union.

The Race Committee is responsible for the conduct of the race, the hearing of and deciding of Protests.

If while racing there is an infringement or apparent infringement of the rules as set out by the IYRU and adopted by CYA and one or the other of the offending yachts does not retire, then a protest can be lodged by one of the yachts involved or by a third yacht observing the infraction.

Protests in the first instance shall be signified by flying a protest flag - Code Flag B. Protests must be made in writing on the forms provided. In our club racing we ask that all protests be filed on the night of the infringement so they can be heard after the racing on the following Wednesday.

The Protest Committee is headed by a Chairman who may have three or four members to assist him. They ask for statements from the skipper of the protesting yacht and the yacht being protested and may call witnesses as they see fit. They will inform both skippers of their decision after due consideration and will file this decision with the CYA. A decision of the Protest Committee can be appealed if the participants feel they have been dealt with unfairly.

Sailors in the club should become aware of the Rules of Racing as approved by the CYA. Rule books may be purchased from the office. Our Protest Committee Chairman this year is Jon Van Sickle. He will be looking for committee members. Interested persons can contact Jon through the office.

HELP WANTED

A Volunteer or two is required to help our Race Chairman, Murray Seymour, on the Committee boat for the Wednesday Night Races. These races, starting in May and ending in September, will take place every Wednesday night starting at about 6:30 p.m. Interested parties please contact Murray at 368-4389.

THE CANADIAN BOATING FEDERATION

Elsewhere in this issue there is an article on the Treasure Hunt to be sponsored in the Toronto Harbour area this summer by the Federation. This organization was originated in 1950 by the motor boat racing fraternity to sponsor safe racing practices. Since that time they

have graduated into the promotion of safe boating of all types. They offer many programmes including a home study course on navigation, the boat check programme, marine insurance, marina directory, etc. They exist through membership, and applications can be obtained through the club office.

Fleet Captain's Comment

As most of you are aware the Algonquin Queen is operating on a limited schedule until mid-May. Please note on the schedule posted the elimination of the 1:00 pm and the 3:00 pm boats as well as the half-hour trips in the morning and afternoon. After mid-May the regular summer schedule will be in effect. The schedule will be found in the next Clipper and in the club yearbook.

The Tender tickets will be sold 3 for \$1.00 this year, effective immediately with no change in the price of childrens tickets. This increase is necessary due to rising costs of Tender operation.

The Harold S. Robbins (Weather Permitting) will have its' official launching ceremony on Saturday April 20, at the club - lets' have all hands on deck.

For those who haven't yet visited the club this year, you will find "NO SMOKING" signs posted on the club Tender, it is expected that they will be respected.

The top sides of the Queen are in the process of being repaired. The leaks which are annoying to all are caused by a few. The top sides were not built for carrying freight. Please keep heavy articles off this area, also, when carrying articles aboard please watch out for the woodwork as if it were your own - after all it is. For heavy or bulky freight, arrange with the driver for a special freight run with the work boat at a mutually convenient time. Freight rates are as follows:

Foot of York Street - \$3.00
(Or equivalent distance)
Western Gap area - \$5.00
(Or equivalent distance)

Additional time or an extra man will be charged extra depending on circumstances.

Membership Report

The first thing to report is WE HAVE MEMBERS.

The second thing to report is HALF OF THEM HAVE PAID.

The first thing after the second half pay is that each recruit at least one new member.

Those who have their new 1974 cards will note a new membership number. This number is for the new chit system (which may or may not be used this year) allowing those without cash to charge. This number also appears on the family cards so watch there may be an embarrassment if lost. YOU ARE RESPONSIBLE.

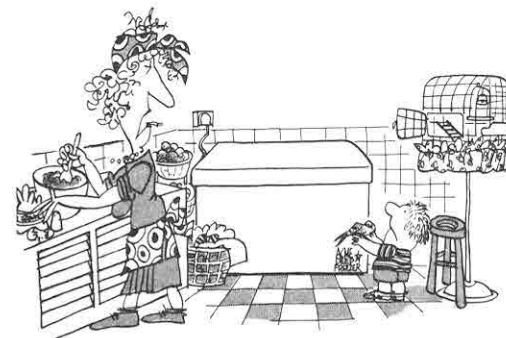
Paul Boudlaw,
134 Collier St.,
Toronto.
Senior Member.

Gordon Jones,
107 Niagar St.,
Toronto.
Senior Member.

B.L. Knief,
101 Richmond St. W.,
Toronto.
Senior Member.

Q.W. Lughborough,
11 Winlock Park,
Willowdale.
Intermediate Member.

Douglas Leiterman,
573 Church St.,
Toronto.
Senior Member.



"Oh... Just put the thing in the freezer till I can find time to give it a decent burial!"

Marine Yard Report

Launching dates have been set up to start April 20 - 21. Secondary launching May 4 - 5. Third Launching May 18 - 19.

These dates have been set up so as to get everyone in for the Sail Past and the Blake Van Winkle etc. The Shark row and the Switch car yard will move first as there is a lot of work to be done on leveling the flag stones in the dinghy area. So weather permitting let's get the painting done and get them in the water.

Further down the yard if you are on an end and ready, bring your own pushers and I'll bring the key.

There will be some work done to the base of the spar derrick and a new wire installed on the hoist, half this time as the spars are getting bigger all the time. Please try to remember to fold your tarps and put them away, and do use the garbage cans for your paint cans etc.

On official launching days, be on hand, be ready and bring your crew and don't disappear after your boat is launched, remember the fellow next to you and the one next to him still need many hands to move his boat and cradle.

If we can launch thirty boats a weekend, it will still take three weekends going full tilt.

Let's all work together as many hands make light work of it.

Hoping for low water and lots of sunshine, see you over there.

Marine Yard Chairman,
Robert Norton.

Don Coulson, Entertainment

The entertainment committee now consists of Jean Swalwell and Ann Smith; we met together with Tom Tomblin, early in the month.

Probably the most important item discussed and approved was the concept that dances, especially "live" (the band, not the dancers), would be tied into a special dinner. Hopefully, we'll have as a result better attended, but fewer week-end dances.

We have engaged a woman to handle tickets at each dance. Please note: on the evening of a dance, our ticket gal will go around the

Great Hall at about 8:30, and sell dance tickets to anyone who might be in the hall. Those not wishing to attend the dance will be asked to leave the hall by 8:45, whilst those who have paid will receive for their money a good time, and a punch on the hand with a rubber stamp.

By the way, on dance nights, alcoholic beverages of an intoxicating nature will be sold by tickets; no stamped hand, no drink ticket.

The Painters' Prom is our first major social event of the season. Saturday May 4th, come-as-you-are. Tom Tomblin promises a great spaghetti dinner, and you'll find the wine prices very attractive. NOTE: "come-as-you-are" is fine, but anyone who streaks the dance without shoes, will be found in violation of House Rules.

Other goodies are in the works, including a long look at the "battered 88" sometimes known as our piano, and improved music output for impromptu parties.

Keep your eye on the Clipper for ongoing news of things social - see you on the 4th.

The Commodore's Sailpast

The Commodores Sailpast marks the official opening of our Yacht Club each season. This year our Sailpast will be Saturday, May 18th. This is a gala occasion beginning with the review of the fleet and followed by the Commodores' punch bowl and banquet in the Great Hall with dancing after the banquet. You are urged to bring your own guests and make a day of it.

ORDERS OF THE DAY -

The fleet will sail past the Commodores Yacht "Ceilidh" at 1500 hours led by the Fleet Captain in his yacht "Flying Tiger" and followed by each division in order from divisions 1 to 5 with the cruising yachts providing the finale. Yachts will assemble at a point marked by the Rear Commodores yacht "Jolan" with the division representatives leading their respective division in.

SAILING COMMITTEE REPRESENTATIVES -

Division I - Ron Mazza - International 14
II - Claus Heinecke - Star
III - David Reid - Matilda
IV - Brian Weatherhead - Shark
V - Fred Mayerhoffer - Alberg 37
Cruisers - Steve Scott - Alberg 30

