

The Clipper



Oct. 1976

Treasurer's Report

As you may have guessed from our on and off general meeting and previous editions of "The Clipper," we may have cash-flow problems come the end of October, our fiscal year end.

Please pay your assessment promptly.

A general meeting will be called before then to put forth plans to ease the pressure placed upon us by our capital loan, which requires monthly payments, and alternatives to living up against our maximum line of credit with the bank on a continuing expense side.

Our new financial committee may be asking members to commit themselves to 1977 membership before haul-out via an interim billing for such charges as moorings, yard and lockers. This would enable us to fill vacant moorings and yard space with new members at a time more convenient to their plans when considering Queen City as a marina, and would provide us with a much better cash flow.

Next year, the key to debt reduction will be new membership, with maximum use of our moorings. Last month the board approved a new membership category to encourage dinghy yard growth. This will allow new dinghy members to join with a reduced initiation fee and without debenture payment. These new associates will not have access to a mooring and will not be able to vote. The revenue gained by promoting the dinghy area can be instrumental in keeping your dues and charges at a reasonable level. Make it a personal project this fall to line up a new dinghy sailor.

This will be my last year as treasurer. I do hope hope, however, to continue on the board -- with your support -- in the capacity of membership chairman, where my energies will be devoted to building up our dormant dinghy yard.

John Clemmer.
Treasurer.

Marine Yard Report

In anticipation of the coming haul-out, would all boat owners please note the following: We have more boats and more bigger boats to store in the yard for the winter. We are trying to accommodate every member who wishes to store, so space will be tight and everybody's cooperation will be needed. Every boat owner must check their cradles and butterboards and make sure their name, or their boat's name, is on them. With many boats leaving and coming into the club, if your cradle or butterboards are not marked they may be removed from the yard.

Also, as considerable shuffling of cradles must take place as hauling proceeds, we need to be able to identify your cradle and butterboards quickly. Because of the amount of work involved in cradle handling and side hauling, it is imperative that each boat owner work in the yard on each day of the weekend that his boat is hauling out. However, the Yard Chairman hopes that some of the experienced members will be able to see the complete haul out right through with such tasks as positioning the boats in the cradles and signalling from the end of the railway, removing and re-attaching down-haul, operating tractor etc.

We do not have a great deal of flexibility with positioning boats in the yard. Your position is worked out ahead of time and your boat has to be ready to take the position assigned. By using the tractor for side hauling, which saves everybody a lot of back-breaking pushing, this means that each row must be filled with boats as hauling proceeds and the same in the Spring, you should be prepared to launch when your row launches.

With more and larger spars, in order to lessen the chaos at the spar derrick, please note the following: Do not block the marine railway when hauling is underway. After you have pulled your spar, try to move it away from the derrick so that other people have room



ALGONQUIN ISLAND

Honorary Commodore H. S. ROBBINS

Committee Chairmen

COMMODORE
H. Pitcher.....361-5065
VICE COMMODORE
T. Tomblin.....864-9064
REAR COMMODORE
M. Loughborough....231-4111
ext. 6684
FLEET CAPTAIN
F. Mayerhofer.....264-2453
SECRETARY
R. Preston.....633-2620
TREASURER
J. Clemmer.....485-7872

Officers

HOUSE
M. Wardman.....294-0344
MEMBERSHIP
J. Campbell.....755-8577
MOORING
H. Smith.....461-4442
YARD
M. Smith.....365-3926
PLANNING
J. Moorhouse.....745-4849
PUBLICITY
T. Egan.....922-3214
ENTERTAINMENT
B. Hardy.....491-3586
JUNIOR CLUB
D. Miller.....678-9111
ext. 165

Letters

Dear Herb:

On behalf of all the members of the Canadian Dinghy Association and the organizers of "C.D.A. Regatta '76," I would like to sincerely thank you and all the officers and members of Queen City Yacht Club for the assistance which was extended to us during our recent Regatta.

Commodore's Comments

During the few remaining weeks of the sailing season we have myriad things to do, of which the most important is putting away the keelboats for the winter.

This year we are bending every effort and stretching every facility to accommodate some dozen new boats. Then too, many members have exchanged their former boats for larger ones.

Consequently, your Yard Chairman will have to do some juggling of positions to make maximum use of the space if the principle of the greatest good for the greatest possible number is to be realized.

Some of us, your weather-beaten old commodore included, have become attached and deeply-rooted to particular locations in the yard. But I like to think that we are not only brothers in sailing but sportsmen above all, and that we shall move if called on by the Yard chairman in his equitable redistribution of places.

*HERB
PITCHER.*

The club's provision of lockers, the Junior Club whalers as rescue boats, the Harold Robbins as a committee boat and the clubhouse facilities generally, were greatly appreciated. Without the kind assistance and co-operation of many of the club members, the Regatta could not have been the great success that it was.

It is our hope that this Regatta for International 14's will perhaps be the first of many future successful dinghy regattas to be sponsored by our club.

Again, we express our deepest appreciation to all involved.

Gerry G. Grundland.
CDA Vice-President West
and CDA Regatta '76

