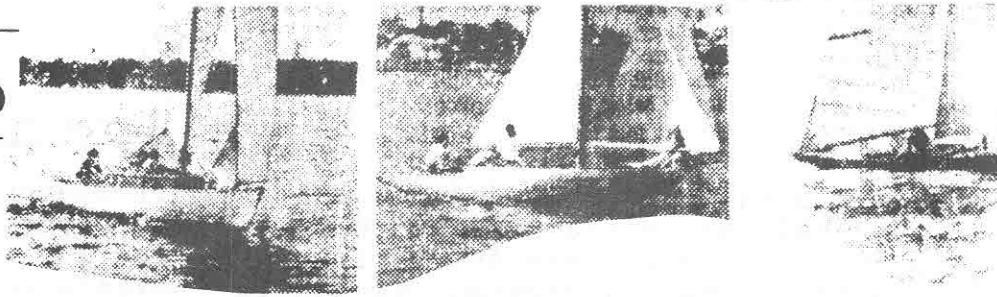


# The Queen City Yacht Club



E. RAIN

“Your Sunday will never be the same” —

The NEW  
SUNDAY

  
Clipper



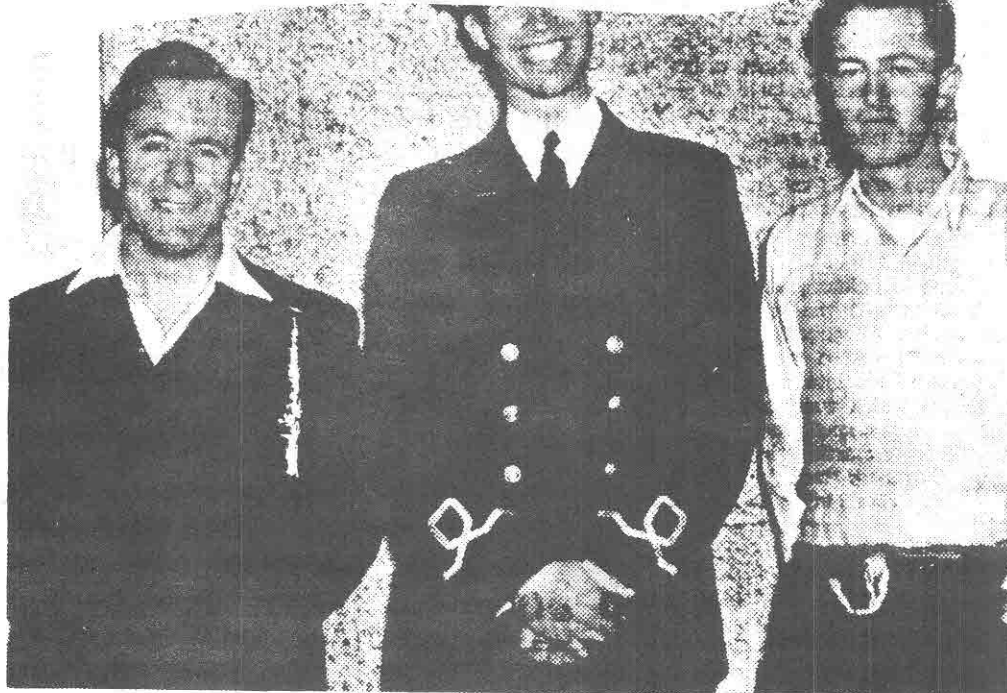
## ...ion of Europe by Nazis May Force Democracies to Regimentation, He Warns

Ottawa, Sept. 3—Prime Minister Mackenzie King, in an address over the national network of the Canadian Broadcasting Commission, warned that continued domination of Europe by totalitarian states would force new world democracies to regimentation and make them “hewers of wood and drawers of water for the new economic masters of the world.”

Liberation of Europe from Nazism will depend upon the strength and will “not of one democracy but of all the democracies that have survived,” he said. He spoke on “The Let’s Face the Facts” series.

“If we lack the vision to see the peril and strength to meet it, we on the North American continent, like the nations of Europe, may come to disaster,” the Prime Minister said.

Mr. King commented with satisfaction on the co-operation on North American defense now underway between Canada and the United States. However, he said defense of the continent was not enough. Even if the continent is not invaded the continued domination of Europe would force new world democracies to regimentation through economic



Here's the crew of Clip, C class winner, J. G. Jones, Sub-Lieut. Geo. Peckover and Bob Ho



## EDITORIAL

We all need to be reminded now and then that the people who make up Queen City's Board and the various committees are volunteers. To handle their duties and projects they must make time available either from their work or their leisure time. The rewards these people get are the same as the members at large; a well run, efficient, progressive club....and they will all agree to a man, we are sure, that it could be better. That's why they keep on doing their job. So what is the point we're driving at? Just simply this, that when people try for change for improvement, experiment with innovations, test different formats, it is because they care and are involved.

What looks good on paper sometimes comes off short. When it does come off short, members can and will let it be known. That is their right and not to be denied. However, threats, curses and other inexcusable behaviour during a social function, with guests in attendance, is not the way, nor should it be tolerated. The lines of communication to the Board of Queen City have never been more open especially to a rational discourse. The behaviour of some members at some recent events has been unworthy of members of Queen City Yacht Club.

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## LETTER TO THE EDITOR

It seems a long time since I put pen to paper to express my feelings about the Queen City Yacht Club, but recent events make it imperative that I give out with some accolades.

On behalf of the yard chairman and a busy committee I wish to express thanks to the members for the excellent first haulout.

Ron Fisher made a first-rate expediter, and trafficked the boats fast enough to meet our first quota in spite of weather.

It may seem redundant, but the team of Pat Walton and John Moorehouse worked so well, Keith and Harry had time to splice the main brace.

Anyway, it was inspiring to see team work with an almost 100% turn out.

Incidentally, some crewing members and wives of members were in there pushing as well.

Thanks,

Herb Fitcher

## MEMBERSHIP\*

(proposed for membership)

B.H. Schuyler - Senior



REPORT OF THE NOMINATING COMMITTEE FOR  
1978 OFFICERS - QUEEN CITY YACHT CLUB

<u>OFFICERS</u>	<u>NOMINATED</u>	<u>INCUMBENT</u>
Commodore	Tom Tomblin Fred Mayerhofer	Tom Tomblin
Vice Commodore	Len Canham John Moorehouse	Len Canham
Rear Commodore	Mark Loughborough Paul Olsen	Mark Loughborough
Fleet Captain	Don Stagg Deiter Heins	Don Stagg
Secretary	Wilf Ferda	Wilf Ferda
Treasurer	David Toms	David Toms



COMMITTEE MEMBERS

House	Mike Hawker Barry Hardy Bill Eckersley	Mike Hawker
Membership	Bert Barraclough	
Yard	Klaus Noack Ron Fisher	
Moorings	Jim Tilker Brian Hawkins Paul Boudreau	Jim Tilker
Planning	Harry Altman	Harry Altman
Junior Club	Doug Miller	Doug Miller
Publicity	George Chandler	George Chandler
Entertainment	Tom Frentice Gib Speight	

A final list with the notice of Annual Meeting will be published in November. If you wish to add to the published nominations (Maximum 3 per office), please contact one of the Nominating Committee before November 5th.

COMMITTEE

Gord Proctor.....362-6721  
Paul Sutherland.....443-2133  
Warren Jackman.....597-1500  
Pat Walton.....653-8695  
Herb Pitcher, Chairman.....361-5065

## BELOW DECKS

Under Bill C-61, Canadian owned vessels cease to enjoy registration under the British Merchant Seamen's Act, and take up new citizenship as Canadian registered vessels effective in 1979. The old order changeth, it may be inevitably, but our quarrel is with the proposed administration of the new regime, rather than with the chauvinism in the name of which we surrender convenience and world-wide acceptance.

According to Stan Baker, assistant registrar and the working head of the Vancouver office, the bill is so badly thought out that both chartered banks and law societies have lobbied - unsuccessfully - against it. At this writing the bill is stalled in the Government's pliable Senate for lack of detail on how the civil servants are supposed to apply it.

The bill promises inconvenience for strictly domestic sailors, but Catch 22 nightmares for those who plan to go very far off-shore in boats under 32 feet long.

No longer will it be possible to register a vessel under 10 metres. The consequence is that on such vessels the banks won't be able to grant marine mortgages (only chattel mortgages). The marine mortgage is wanted because it can be enforced against a vessel abroad, whereas a chattel mortgage cannot.

"In quite a number of cases, they will just refuse to put a mortgage on it unless it's registered," says Mr. Baker.

Even if he has no mortgage, the sailor in, say, South American ports may well find himself harassed by suspicious officials confronted with an unfamiliar bit of cheap licensing paper rather than the traditional certificate of registration recognized throughout the world.

Furthermore, all the records are to be

centralized in Ottawa, and no register kept of the certificates locally, which will be returned to whoever presents them, the data being fed to Ottawa by Telex. This means that encumbrances can only be checked by referring to Ottawa, and there is no one who dares assert this will mean anything but delay.

Speaking of delay, the registration offices in Prince Rupert, Nanaimo, Victoria and Port Alberni are to be closed, the Vancouver office alone remaining. Since documents must be presented physically, these closures mean more trouble and expense for the boat owning public and for the administration, since ambiguous points can't be settled on the spot.

At the moment, both licensed and registered vessels are recorded by a section of Custom and Excise department; under Bill C-61 the task of registration will be transferred to that well-known engine of efficiency, the Department of Transport, while all customs offices will continue the licencing program.

The old order changeth and giveth way to new. But does new HAVE to mean chaotic?

....Pacific Yachting  
October, 1977

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The forgoing article is from the October issue of Pacific Yachting reproduced with their kind permission. I wanted to obtain a copy of the proposed bill and called Mr. Humphries, Assistant Registrar of Shipping in Toronto. He did not have a spare copy and recommended I call Mr. A. Galavan, Assistant Chief

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