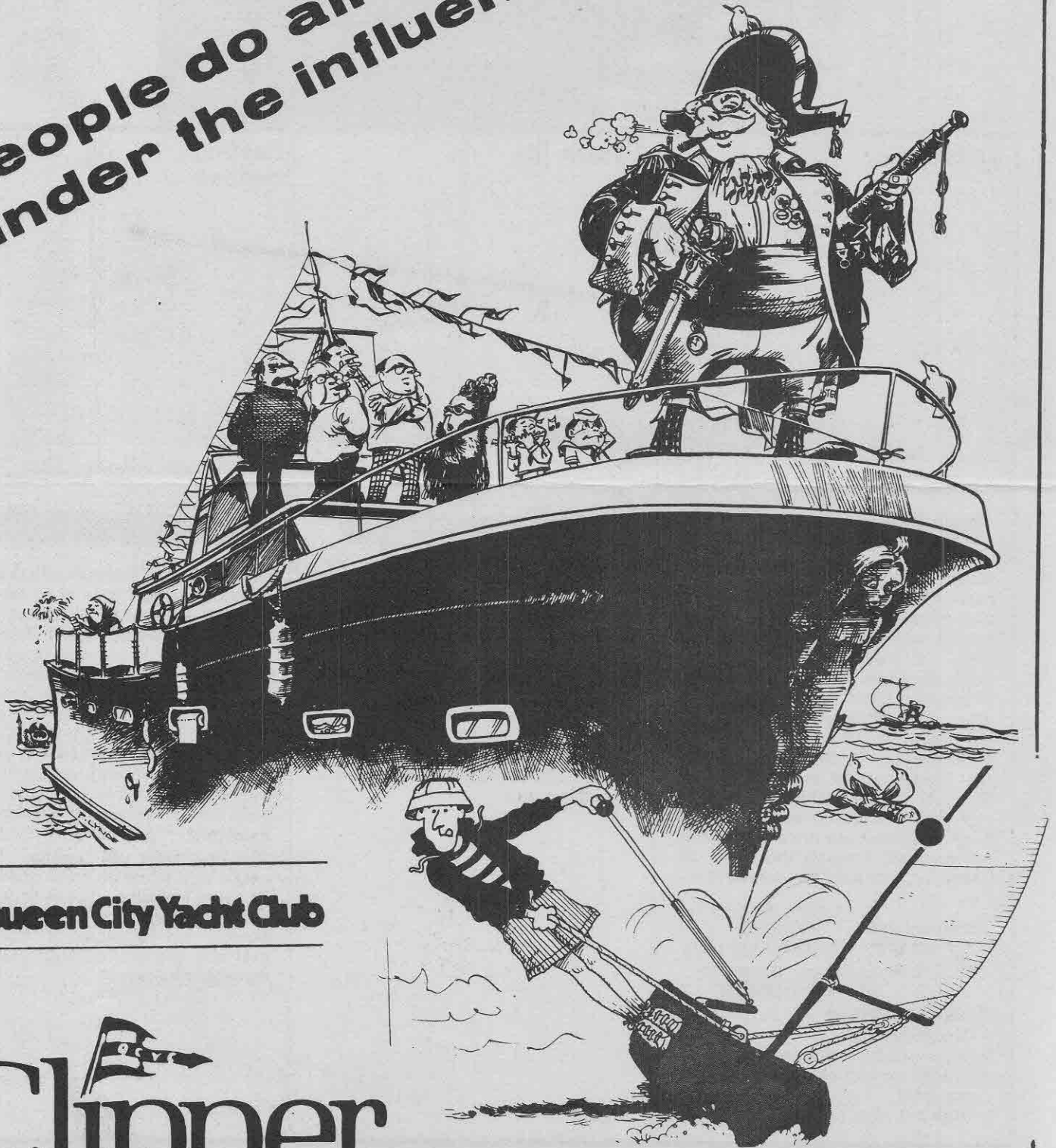


MARCH

1978

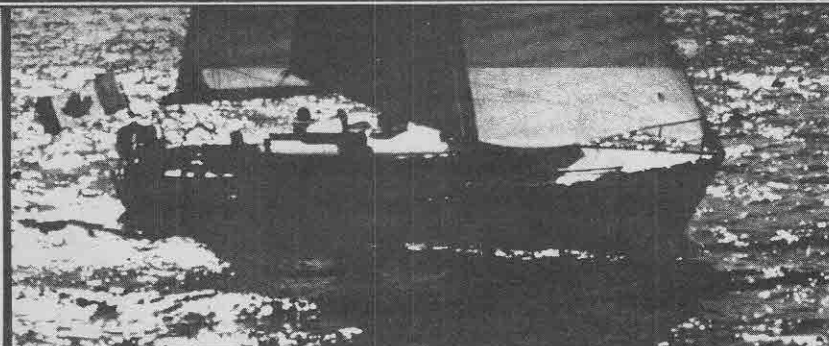
"People do all sorts of things
under the influence of spring"



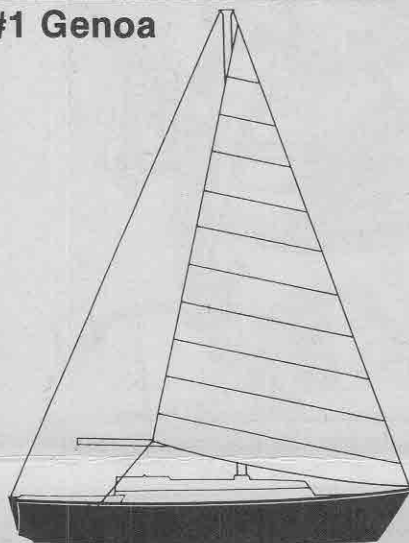
The Queen City Yacht Club


Clipper

EXTENDED CRUISING



#1 Genoa



Most sailing is done in winds between 4 knots and 15 knots. An all-purpose #1 genoa constructed from a medium weight cloth is the ideal for these conditions. Fogh Sails suggests that this #1 genoa not exceed 150% of the foretriangle area - for most boats the extra overlap adds only to cost and little to performance. It is recommended that the sail not be used in winds of 18 knots and over. This could result in the cloth fatiguing rapidly. In fact, a 100% genoa will drive you at the same speed through the water in heavy air, but with far greater control.

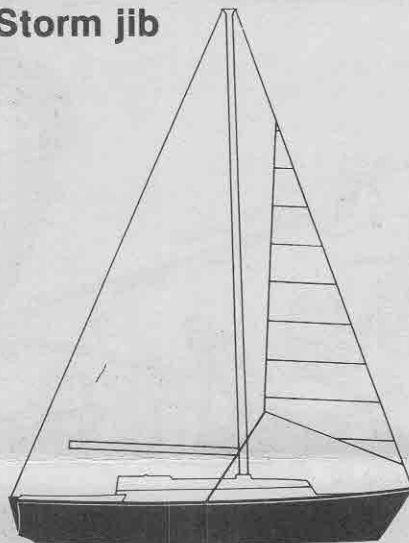
Technical data

Cloth Weight: 5 oz. (3 for light air)
Effective Wind Range: 0 knts. to 18 knts.

Production details

- Crosscut
- Triple stitched near leech
- Leech line and cleat installed as standard
- High cut clew for easier sheeting

Storm jib

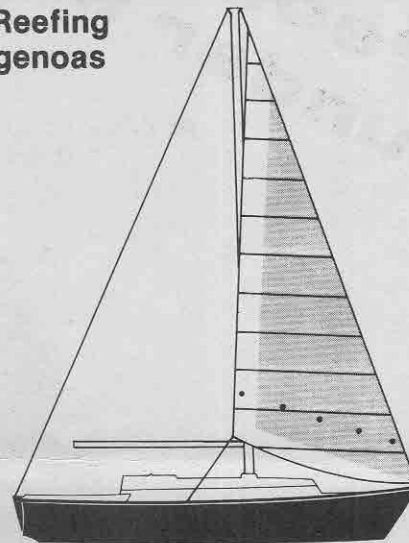


Although infrequently used, no one can question the value of a strong storm jib. In the conditions that require its use, the storm jib offers safety on any point of sail.

Production details

- Triple stitched at leech
- Tough but soft cloth
- Heavily reinforced patches
- Specially designed for safety and performance

Reefing genoas



A simple and inexpensive way to reduce headsail area is to reef the sail in a manner similar to the mainsail. However, care and consideration must be given as to whether the cloth weight can handle the increased strain of stronger winds. While Fogh Sails recommends that you select sails designed for a given range of conditions rather than to extend one sail's use into conditions of higher strains, they can offer valuable advice on reefing systems for headsails.

The mainsail, #1 genoa, 100% genoa and storm jib make up Fogh's Cruising Inventory. These four sails can handle all wind conditions, yet present an economical package that will see you through years of enjoyable sailing.

SAIL

For as long as man has braved the sea, he has relied upon the force of the wind to move his vessels. He captured the wind in sails he made of virtually anything that could be woven into fabric. By and large, however, the traditional "sailcloth" has been canvas - tightly woven fibers of flax, linen or cotton.

The sturdy sails that took adventurers and tradesmen to the far corners of the earth withstood the punishment of wind and sea so reliably that sailors considered them their most prized possessions. The Vikings used, patched and repaired their sails for many years. And, when they were no longer useable at sea, these treasured sails were made into clothing.

The sailors of Dungha, India, made pants of their old sails - the origin of today's "dungarees". The word "jeans" comes from the sailors of Genoa, whose distinctive trousers were named for their home port.

Modern skill has done little to improve upon the basic design of sails conceived by seafarers centuries ago.

Signals from the Editor

This issue of The Clipper is the result of a lot of work by a number of people. The cover was put together by Lorraine Craymer. Lorraine is responsible for most of the other graphics in this issue. Copy was Dyan Hawkins job, which she somehow managed to work in along with her "regular" work (which is plentiful). This year's board seems more intent on writing up reports on their efforts and plans, which is great. In addition, we are receiving articles from members at large. These are welcomed. All we ask is that they are brief. If you have any photos, we'll try and get these in as well.

In up-coming issues, we hope to publish a list of boats with V.H.F. and/or C.B. radios. Also we will publish a list of club boats, with their skippers names. Brian Case is working on a project that will show the locations of A.M. radio stations tower locations as an aid for basic navigation. The Clipper will also try to bring its readers up to the minute news on Canada Cup and other events.

G.R.C.

FLEETCAPTAIN

This is the first time you see your 1978 fleetcaptain's words of wisdom before you. I have also the good intention to keep you up to date about the fleetcaptain business in future issues of the Clipper. Here goes:

The "Queen" (and other vessels)

She really should be a Queen. There is no reason why she, as well as all the other Club boats, should not be treated with the same respect and care as given to our own boats. For this reason it was decided to get her into proper shape; doors, horn, lights, paint, engine hatch etc. Once this has been done, she will be maintained properly. For this reason it was agreed upon to make the following improvements. (how is this for avoiding the word "rules"?)

The "Queen" will not accept bicycles or any other items which could in any way hole, scratch or damage her. Scheduled runs of the "Robins" will look after this end of the business. Should you take small, pointed and heavy goods (small outboards), please handle them carefully. The "Nautolex" on the aft deck is longlasting under normal wear, yet easily punctured. - Gasoline is also a no-no.

This general upgrading will also include our drivers, who should be considered the captain of the ship. Most of our last year's captains were very good; capable, helpful and polite. However, they fell somewhat short in the appearance department. So, let's think of a proper dress. Immaculate blazers with gold laden epulettes? No, more like blue sweaters or shirts, proper pants or shorts, simple head gear. Something not too low key, not too high brow. Kind of middle key, medium brow. All this kept clean.

The "Queen" operated well last year, with a schedule suitable to most of us. For this reason the time table will be basically the same, with the "Robins" scheduled in for freight and heavy luggage runs. Any suggestions?

With the upgrading of everything in this department will also come greater responsibilities for the drivers. It will be their duty to make sure that the boats will be treated properly and fares collected. They are the authority on the boats. Please do not ask them for exceptions to the rules (i.e. bicycles etc.). It would only embarrass them.

Tickets for guests are 60 cents one way. This includes the family of those members, who have not paid for a family membership. Please show your membership card when boarding.

Identification of Member's Boats

The fleetcaptain is also responsible in matters of navigation. I am glad to say that in me you have a person highly qualified in this respect. I only got lost once on the lake, and it was very dark.

But back to the identification: Apart from jetsam, floatsam and general refuse, everything that floats in the Harbour has to have a number (licence) or name (registration). Outside and visible. For those of you, who do not have number or name on their boat, I would like to ask them to give this some serious consideration.

This is for the following reasons:

1. We like to be good guys in the community (i.e. other Clubs, Police etc.)
2. QCYC likes to know who owns which boat. The Club likes to collect every honest buck possible.
3. It's required by law.

...cont.

