Clipper

The Queen City Yacht Club

FEBRUARY 1979

A warm and Happy New Year to each and everyone of you. Don't despair Spring will soon be here.

As you have no doubt noticed, I have combined January & February issues of the CLIPPER. I feel that you should be receiving your monthly newsletter at the beginning of each month, so rather than put two issues out very close together I chose to do it this way.

The Board have met twice this year, and there is already a great deal of activivity in preparation for a great sailing season in 1979.

Do you know that the Board meets on the second Tuesday of each month? If you have business you wish discussed it should be forwarded to the appropriate board member prior to that time.

I would appreciate hearing from any member who has an item of interest for inclusion in the CLIPPER.

Knowing what a difficult person I am to find by telephone, I have enlisted the help of:

Cath Jackman	- 961-4723
Shirley Brown	- 964-0749
Louise Barraclough	- 483-6236

So don't hesitate to call me or any of the gals listed with any news you have.

Talking of News ... Yes, we have heard from the sailors in the South. Thank you Stan and Eleanor Jones (WINDREW) for the letter from Don Bamford (FOUDROYANT).

Apologies are conveyed to Mr. Biddle (not Riddle, as previously published in the CLIPPER). It's a riddle to me how B's become R's. Once again Biddle Night was a successful event held at Ryerson.

How did you enjoy the boat show? I know of one member who is saving hard for that 37ft. Endevor. Can I sign on as crew, Klaus?

New boats or old, I'm sure we will all have another good season in 1979.

So until next month when there will be another LITTLE SPICE FROM GRICE ...

(Letter received by Stan & Eleanor Jones from Don Bamford)

Man of War Cay
Abaco
Bahamas
December 14, 1978

Dear Stan,

Believe it or not, we have been storm bound the past few days by strong northern winds and the temperature has dropped to around 75 . No sign of snow! We've met several ex.Q.C.Y.C. types -- John & Heather Hamilton (ESCAPE X) and John Moorehouse (GRIFFIN). (Haven't seen either of them since Annapolis -- mid-October.)

Met Peter and Dorothy Pelka -- living aboard their yacht in Palm Beach and Mike and Christie Skinner (FRUITION) at Marsh Harbour, Abaco, this week. Mike sends his regards to Ron Cameron (ROUGH BOUNDS).

So far, its been a beautiful cruise, excellent weather and beautiful scenery. We head for Nassau (about 100 miles) when the weather improves. Thats an ocean passage.

Have a Merry Xmas and Happy New Year and good sailing.

Don Bamford
(FOUDROYANT)

Next mailing address: (Mark "Hold for Arrival")
Feb.15/79
Gendely
Georgetown
Great Exuma
Bahamas

MORE NEWS FROM MEMBERS IN THE SOUTH

Recopy of letter sent to Peter Siskos from Ted Daniels (SHADOW III)...

St.Augustine
Dec.8/78

Dear Peter & Family,

Well here we are some 1800 miles from Toronto, in Florida. The waters of the Intra Coastal are no way as easy as we had thought, at least not with a six foot draft, we have had quite a lot of engine trouble, and eventually pulled the engine and had a valve job in Georgia and things are much improved. The bridge here is closed for repairs and only opens every third day, so we have been doing some sightseeing, have met many great people on the way.

Trust you are having a well deserved rest, after all your hard work, and enjoying your new home.

Our best wishes to you for the holiday season, see you in the spring.

Sincrely

Ted & Jean Daniels
(SHADOW III)

Barry Hardy (BORN FREE) recently had a phone call from John Moorehouse (GRIFFIN V)...

"At sea from St.Croix to Virgin Gorda. They then plan to sail to St.Barts, St.Martin, arriving at Antigua early March. Diana's parents will then be cruising with them from Antigua."

Gord & Marion Anderson (MAID MARION), presently in the Virgin Islands where they will be joined by Ian Anderson (SIDETRACK) in early March. Gord & Marion plan to return with the new "MAID MARION" early in the summer.

MORE MEMBERS IN SEARCH OF THE SUN

Tom & Sue Prentice (TOMSUE II) recently returned from their vacation in sunny Florida. (Hope you didn't need your "long john's" while you were there.)

Dave & Josie Fowler (SOLANA) are heading down to visit John & Heather Hamilton (ESCAPE X) in Nassau, looking forward to some good sailing.

Murray & Innis MacInnes (CHICOLO) are on their way to Bermuda, but have promised to avoid the triangle, and if anyone can the "Rev" should be able to.

Marshall Perdue was under the impression that it was summer in Newfoundland (anyway that's where he went in January). He had a good visit with Ron, Viv, Jim & Anita Douglas.

Frank & Nadine Burgess combining business and pleasure are on a trip to Southern California, while Willie (their poodle) spends his vaction with his god parents, the Altmans.

NOT SO SUNNY NEWS ...

Harry Altman (WINCREST) is still suffering with a back injury sustained last fall and is awaiting a hospital bed.

NEW MEMBERS
****

We extend a warm welcome to our new members:-

Ed Moore -- Senior
Bruce N. Tuttle - Senior

WANTED

JUNIOR CLUB STUDENTS...

Age 10-16
July 3 - 27 (4 weeks)
July 31- Aug.24 (4 weeks)

Cost:
Members $80.per 4 weeks
Non-members $110.per 4 weeks

Contact: Doug Miller
Q.C.Y.C.Junior Club
Tel: Res. 487-9437
Bus. 675-5777 ext. 165

Help is needed with the following committees.

HOUSE COMMITTEE - Barry Hardy
Tel: 367-1235

PUBLICITY
COMMITTEE - Jean Grice
Tel. 922-0981
Bus. 596-4400

FOR SALE
****

Spring is almost here! And Queen City Bottom Paint will again be available. Join the many Q.C. sailors who have decided Q.C.Bottom Paint is the best value in anti-fouling protection. Only $17.50 per quart.

Call: Hugh Loughborough
622-2777

WET MOORINGS ALLOCATION

Following my election as Moorings Chairman I have received several requests from members of QCYC for clarification of how moorings are allocated. I have discussed the "points system" with past Moorings Chairmen and other members of the Club to learn of their experiences and to consider any recommendations for improvement. The basic prinicpal is that mooring vacancies should be filled by senior members with the most seniority.

The following revised points system was proposed to, and passed unanimously, by the Board of Directors on January 25, 1979.

The wet mooring list is compliled on the basis of one (1) point per month of senior membership. Points are accumulated from date of receipt of payment for the debenture. Every senior member automatically receives a ranking whether a mooring is required or not. If a member cashes his debenture he leaves the list. Mooring vacancies are available only to members on the ranking list who request a mooring, in writing, to the attention of the Moorings Chairman before February 15th each year. This allows a member who has not accumulated sufficient points reasonable time to make temporary alternative arrangements. (This year we expect between 6 and 10 vacancies.)

Mooring privileges are granted on a yearly basis and are not transferrable. The Mooring Committee reserves the right to reallocate moorings, if necessary, having regard to boat draft, available water depth, and other considerations which are in the best interest of a sailing club. There are specific considerations which affect mooring allocations:

a) Long heavy displacement yachts must be moored in quiet unexposed waters to minimize potential for damage to all yachts.

b) Shallow draft yachts, yachts with short rigs and narrow beamed yachts can be placed in restricted areas and may be granted a mooring before other yachts.

A member who sells his yacht during a season may retain rights to a mooring during the remainder of that season. If a member plans a change in his/her mooring requirements in the coming year, the Mooring Chairman should be notified as soon as possible. If a club member wishes to apply for openings on the "clubside" or elsewhere he/she should contact the Mooring Chairman in writing.

...cont'd.

WET MOORINGS ALLOCATION (continued)

It is a custom at QCYC to offer volunteer Management Committee Chairmen a "clubside" mooring on a temporary basis to render them easily accessible to Club staff. As well, members of the Board of Directors are offered moorings at the Club for similar reasons on a temporary basis if necessary.

Each member is responsible for maintaining his mooring lines and gear at an acceptable standard and is fully responsible for any damage incurred due to failure of such equipment.

The Moorings Chairman, members of the committee, the Manager, or any member of his staff have the right to board any boat and at the owner's risk and expense take remedial action which in their opinion is required to avoid damage to property or injury to individuals. Neither the Mooring Chairman, his committee, nor the Club, may be held responsible for any damage which occurs subsequent to or during any action taken by them.

The Club does not accept any responsibility in any way for the construction of any boarding device, platform, jetty, or other construction which may have been or may be built by a member for his own personal use.

Under no circumstances may a boat be chartered, rented, leased or loaned along with mooring privileges.

Mooring line specifications are as follows:

MINIMUM LINE SIZE FOR DACRON

Racing Hulls		Length	Cruising Hulls	
Bow	Stern		Bow	Stern
3/8	3/8	20	3/8	3/8
1/2	1/2	30	1/2	1/2
1/2	1/2	40	5/8	5/8
5/8	5/8	50	7/8	7/8

For Ward's Island side, add 1/4 inch to above. All lines must have thimbles, eye splices and chafe protection at all chocks. Do not use nylon for stern lines as it will stretch; do not use poly-prop or similar as they turn brittle and rot in the sun. Manilla is a poor choice -- add 1/4 inch and replace each year.

Club members' service on the mooring committee is appreciated by everyone and makes our nominal mooring fees possible. If hired staff are required to place and maintain moorings the fees must be raised accordingly. The following members have offered to "pitch in" and contribute time and effort on the committee making each person's workload and time commitment that much less:

...cont'd.

WET MOORINGS ALLOCATION (continued)

Paul Boudreau
Brian Hawkins
Juergen Rust
Michael Cuttle
Guenther Latendorf
Brian Schuyler

The practice of giving an additional two (2) points per month of "wet moored" ownership or one (1) point per month of drysail ownership while a senior member has been discontinued. This change credits current members in direct proportion to financial contribution in the form of senior membership fees. Moorings are now given on a "first-come, first-served" basis. The Club maintains records to substantiate months of senior membership. It does not maintain information about the current status of "wet-moored or dry-moored" ownership away from the Club. Most importantly the revised and simplified points system does not significantly affect the order in the current waiting list. By March 1, 1979, the names of members to be offered moorings should be known.

Kevin Loughborough
Moorings Chairman

MURRAY J. MACINNES
BOX 692
STATION F
50 CHARLES ST.
TORONTO, ONT.

HELP!

Who was the member that left the power cord plugged into their boat, and subsequently melted all the snow around the cord??? Obviously a real "live wire".

This really is nothing to joke about, but id did happen and it proves that the Board were very wise on insisting that members do not leave their boats unattended when power cords are plugged in. It's for your safety and mine that these regulations are made. Let's adhere to them.

GILLINGHAM'S YACHT BASIN, Niagara-on-the-Lake, has been sold out to NIAGARA SAILING CLUB. The Gillingham's will still have their service docks and retail store, however the question was raised about week-end moorings. It is presumed that Niagara Sailing Club will have guest facilities similar to other clubs on the lake. More about that later ...

The annual New Year's cruise to P.C.Y.C. was once again enjoyed by all participants...

Harry & Annie Smith; Herb & Marg Pitcher; Ron & Louise Fisher; Mike & Ruth Hawker; Dave & Josie Fowler; Paul & Nan Boudreau; Dave Toms & Linda Crowder; Jake & Cath Jackman; Fred & Inga Mayerhofer; Dave & Shirley Brown.

A vote of thanks is extended to Mr. Gracie (Manager, P.C.Y.C.) for his help in arranging this and to Fred & Inga for the impromptu champagne brunch. I heard Warren (Jake) Jackman wore the latest ensemble for this auspicious event.

This article is reprinted from GAM, with permission of Mr. W. J. Robertson, Executive Director of Ontario Marina Operators Association. He has had lengthy discussion with Rt.Hon.Otto Lang asking that this legislation be delayed until more people can be made aware of this.

Mr. Robertson also urges that interested sailors should voice their opinions re this legislation.

It is interesting to note that as long ago as 1974 "Safety Afloat" made many recommendations re safer boating methods e.g. stronger regulations during refuelling, the use of grounding cables, etc. Yet none of these have been legislated.

2929 Bathurst St.
Toronto, Ontario M6B 3B1
Telephone: 789-7253

Cal Martin	*President*
Wally Gales	*1st Vice-President*
R. Van Wyk	*2nd Vice-President*
Cameron Wardlaw	*3rd Vice-President*
Jas. Moore	*Secretary*
Douglas Dawson	*Treasurer*
W.J. Robertson	*Executive Director*

Past Presidents

J. W. Langmuir	1968 - 69
Ed. Lee	1970 - 71
John Worsley	1972 - 73
Gerald Huck	1974
Bernard Kelly	1975
Don Strobridge	1976

WARNING TO BOAT OWNERS NEW GOVERNMENT REGULATIONS ON FLARES ON BOATS FROM 5.5 meters to 20 meters (18' to 60')

From: Ontario Marine Operators Association

On Boats from 5.5 Meters (18') to 8 Meters (26')
The new Flare Equipment will cost about $50.00 (6 Hand Held Flares)

On Boats from 8 Meters to 12 Meters (40').
The new flare equipment will cost about $100.00 (More elaborate kit)

On Boats from 12 Meters to 20 Meters (60')
The new flare equipment will cost between $150.00 and $200.00 (More elaborate kit)

The above regulations apply to Power Boats and Auxilliary Sail Boats with living accommodation, ie: Bunks, Galley, Head etc.

The regulations apply to the Great Lakes and Tributary Waters, inland Canals and Lakes. Racing Boats are excluded.

The only Flares conforming to the regulations are those stamped "APPROVED" your present Flares will not conform.

There are also other Changes but are too detailed for this brief notice.

The changes were effective the 21st November 1978.

Imagine such equipment on a cottagers fishing boat, on the inland lakes, Rivers and Canals where the boat owner is rarely more than a few hundred feet from shore.

If you feel this equipment is too sophisticated for the average Pleasure Boat, contact your Federal M.P. at once and ask for a delay in the regulations, or better still acceptance of the present less costly but effective equipment.

W.J. Robertson
Executuve Director

A LITTLE HISTORY ON ONE OF Q.C.Y.C's BOATS
****

Recopy of letter sent to Brian Hawkins (RUFFIAN)

Lyons, New York 14489

Dear Mr. Hawkins,

Please accept the enclosed material with my compliments. As you will note it was taken from Yachting in June 1935. At that time I owned a 34ft. aux. sloop designed by Edson Shock named Black Arrow. The RUFFIAN and Black Arrow were two of probably six aux. cruising boats on Sodus Bay. (No fiber-glass boats in sight!)

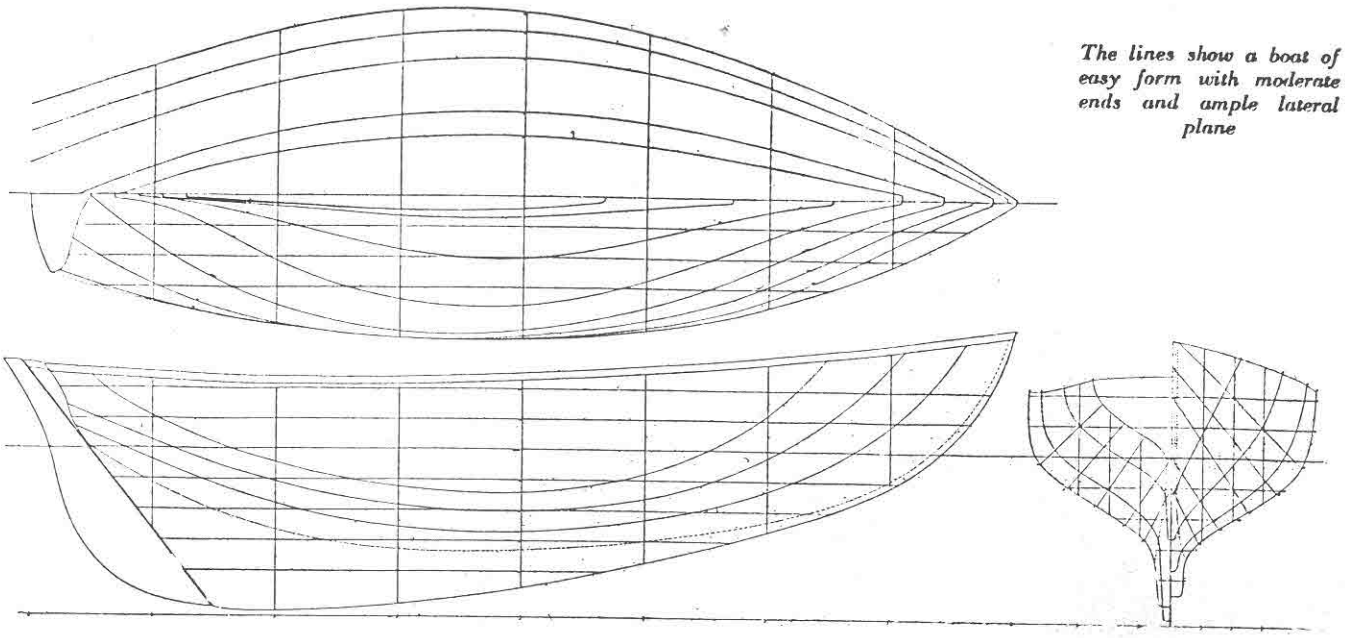
RUFFIAN was then owned by Don Welch of North Rose, N.Y. -- not far from Sodus Bay. We used to race with RUFFIAN and our boats were quite equally matched.

You have a fine boat there and I hope we will see you again sometime -- perhaps in Canada next time.

May the spring of '79 come soon.

Sincrely,

Berry Gavitt



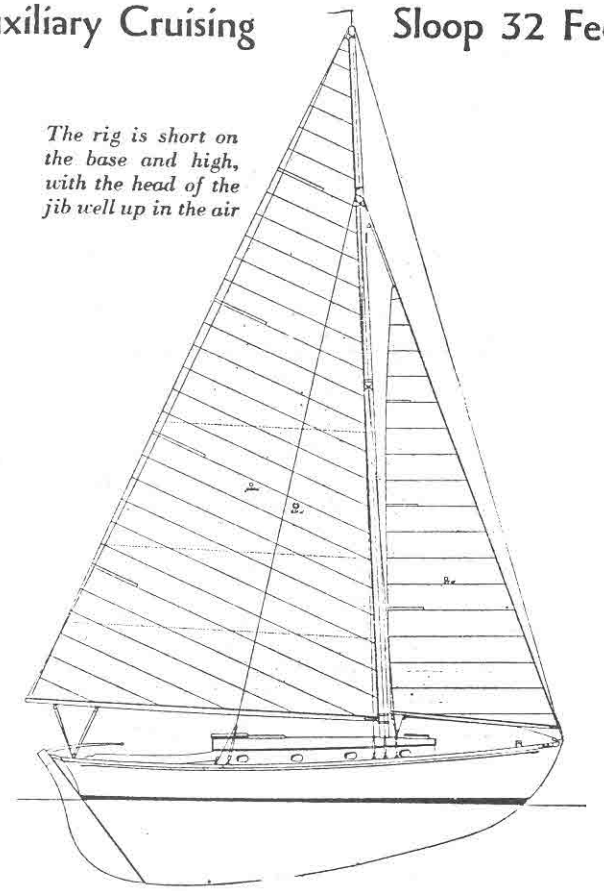
The lines show a boat of easy form with moderate ends and ample lateral plane

An Auxiliary Cruising Sloop 32 Feet Long

THE accompanying plans are those of a 32′ auxiliary cruising sloop from the board of Chris B. Nelson, Inc., naval architect of New York City. The plans were developed by John W. Lane, who is associated with the firm. The boat, which is under construction at a Long Island shipyard, is scheduled for delivery the latter part of July. The owner, who wishes to remain anonymous for the present, is a resident of the Middle West.

One of the principal requirements of the owner was that the boat should be of fine enough lines to be a smart sailer. With her short ends and long water line, she should be able to do well, considering her over all dimensions. She is 32′ 0″ in length over all, 27′ 8″ on the water line, 9′ 6″ beam and 5′ 4″ draft. She has an iron keel weighing 4500 pounds and 2000 pounds of iron trimming ballast inside.

Frames are of steam bent white oak, and the planking is of 1″ Philippine mahogany, fastened with Everdur bronze screws. Decks are canvas covered and cabin trunk is of Mexican mahogany, finished bright. Deck trim is also of Mexican mahogany.

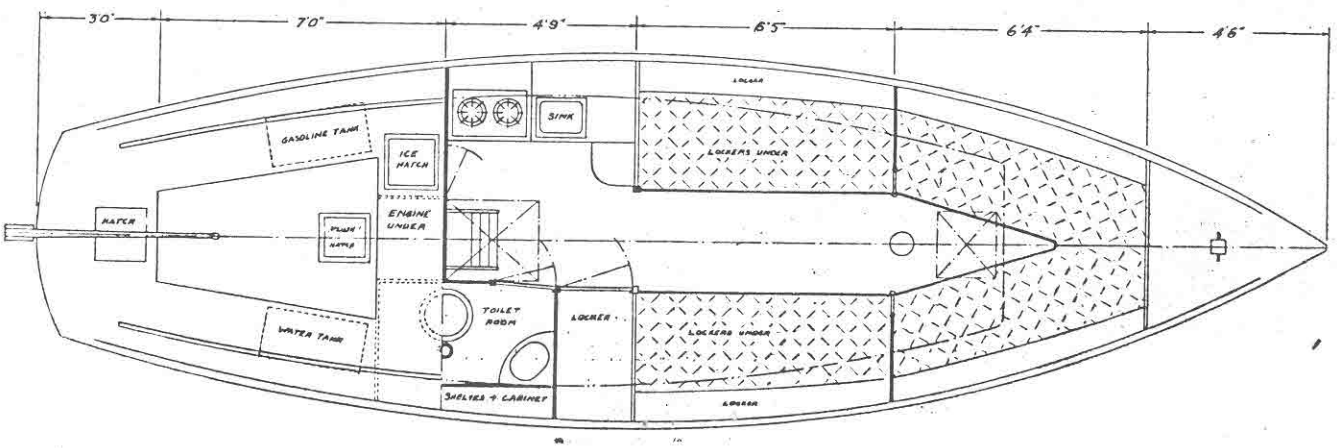


The rig is short on the base and high, with the head of the jib well up in the air

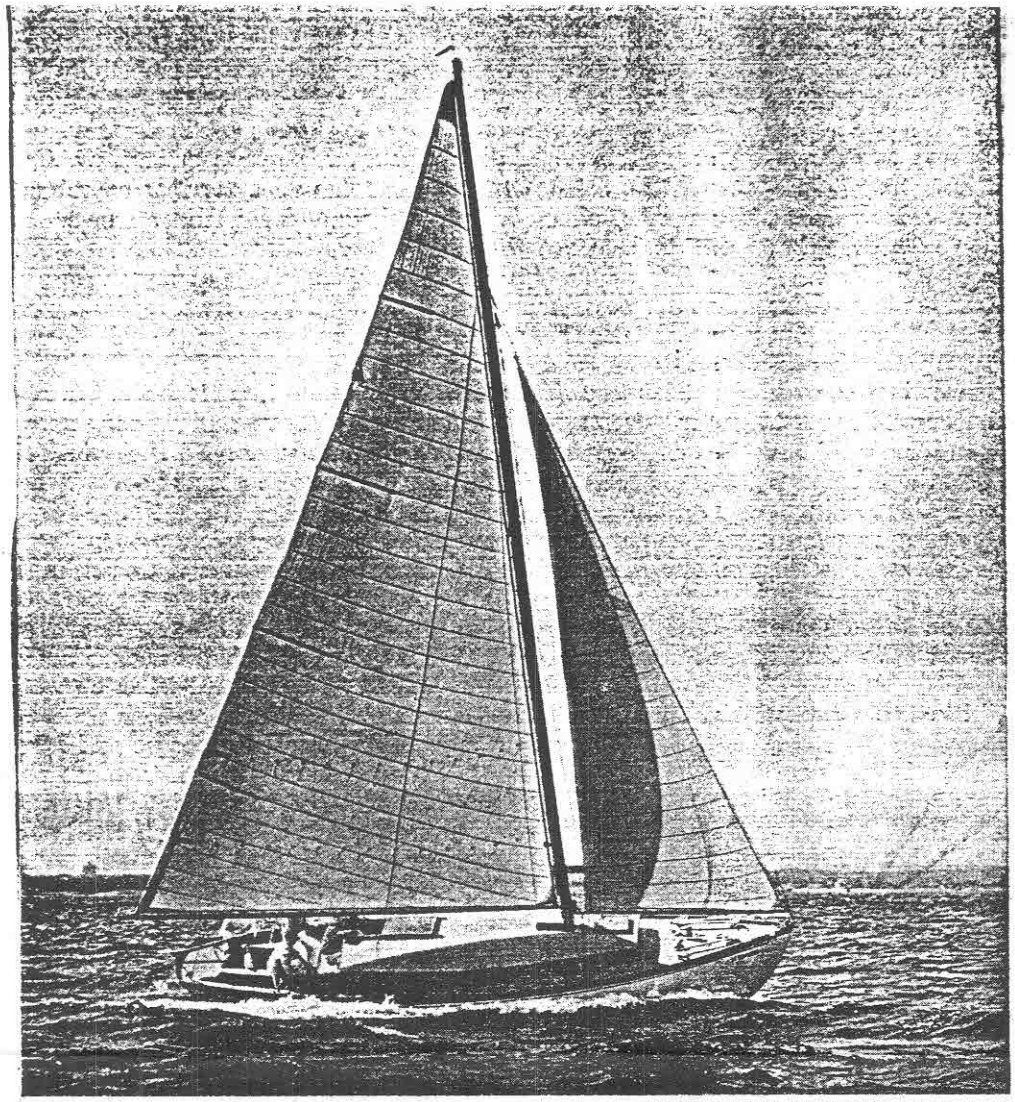
The mast is hollow and the fore triangle is relatively high to allow her to set large light sails. The working sail area is 631 square feet. Of this, 147 feet are in the jib and 484 in the mainsail.

The power plant is a 4-cylinder Gray Sea Scout fitted with reduction gear. It will drive the boat about six miles an hour under power alone. It is located under the bridge deck abaft the cabin bulkhead and a flush hatch in the cockpit gives access to it. The gasoline tank is located under the deck in wake of the cockpit with a water tank of the same size opposite.

The interior arrangement is conventional and has berths for four persons. The bulkhead between cabin and galley goes no higher than the galley dresser, while those separating cabin and forward stateroom are cut away to permit easy access and give a feeling of roominess. There is full headroom throughout the boat.

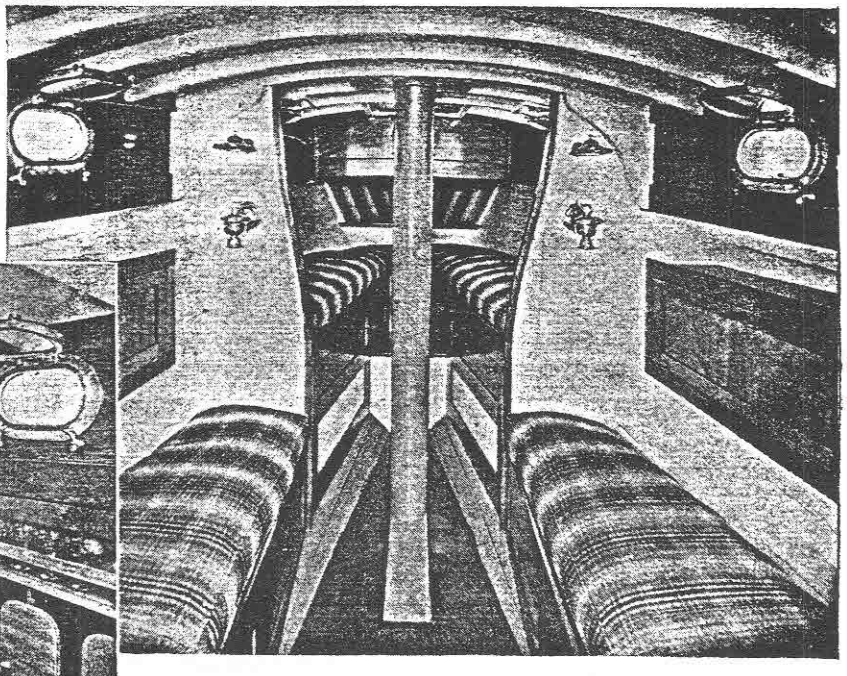


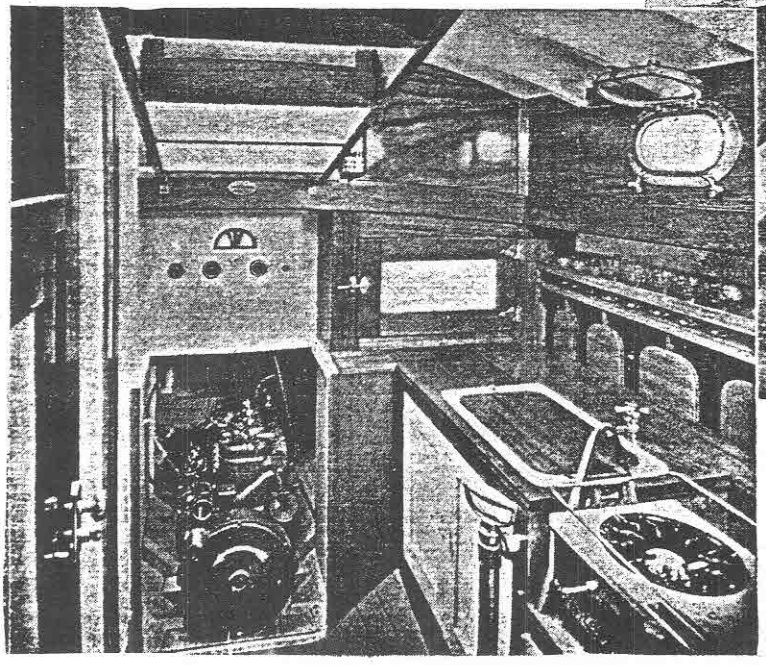
"Ruffian"



The plans of this auxiliary were developed by John W. Lane, associated with Chris B. Nelson, naval architect of New York, and were published in the June, 1935, issue of YACHTING. She is 32 feet over all, 27 feet 8 inches water line, 9 feet 6 inches beam and 5 feet 4 inches draft. She was built by the Johnson Boat Works of New York

"Ruffian" carries 631 square feet of sail. The mast is hollow and the fore triangle high to allow setting large light sails





The yacht has cruising accommodations for four and her cabin is fairly open. Galley and toilet room are aft. The engine, a 20 hp. 4-cylinder Universal, is located under the bridge deck abaft the cabin bulkhead

6/35