

# Clipper



TONY COOK  
EDITOR



Res: 489-1685  
Bus: 495-7667

April 1980

## VICE COMMODORES REPORT

Hopefully, by the time you read this the Club boats should be in the water and running an abbreviated schedule.

The Board is working feverishly to have the Club open and functioning at the very first opportunity. The new Manager has taken up residence in the Club office and will be there to answer any queries or problems you may have with regard to the future operation of the Club.

Steve Adamek (our Club Manager) will be with us for the coming season. Steve is very experienced in catering and Club Management and a very brief rundown of his experience is as follows: Steve is thirty-two years of age and has taken a five year apprenticeship in the Hotel Management trade; he served as the second Chef at the Vintage Room in the Inn On The Park, was food and beverage controller at the Constellation Hotel and for two years has managed Oakham House which is the Social Club associated with Ryerson College. I think we are very fortunate to have Steve and we are looking forward to a successful years operation of the Club.

Attached is a plan and list of lockers and their occupants. Could you all study this carefully and let me know any errors or omissions that have occurred. This information should be in my hands before Sailpast. There are seven vacant lockers, those people feeling they have the necessary seniority to entitle them to a locker please contact me, again before Sailpast.

Dave Fowler.

## BOARD OF DIRECTORS 1980

### OFFICERS

#### COMMODORE

Fred Mayerhofer Res: 489-8504

#### VICE COMMODORE

Dave Fowler Res: 497-3358

#### REAR COMMODORE

Klaus Noack Res: 621-1771

#### FLEET CAPTAIN

Murray MacInnes Res: 488-6777

#### SECRETARY

John Ball Res: 487-7310

#### TREASURER

Ron Neville Res: 486-1827

#### PAST COMMODORE

Tom Tomblin Res: 757-3789

### COMMITTEE CHAIRMEN

#### HOUSE

John Campbell Res: 491-1723

#### MEMBERSHIP

Peter Grant Res: 429-2564

#### MOORINGS

Brian Hawkins Res: 769-7187

#### MARINE YARD

Bill Eckersley Res: 222-4090

#### PLANNING

Phil Stratton Res: 881-5397

#### ENTERTAINMENT

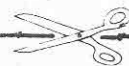
Paul Sutherland Res: 449-5275

#### JUNIOR CLUB

Doug Miller Res: 487-9437

#### PUBLICITY

Tony Cook Res: 489-1685



Locker Block "A"

L. Canham  
 A. Camp  
 J. Campbell  
 M. Hawker  
 A. Gander  
 R. Engle  
 P. Olsen  
 R. Wilson  
 D. Sturgess  
 D. Miller  
 T. Tomblin  
 W. Boyce  
 H. Anderson  
 R. Lye  
 B. Hawkins

"Annex"

A. Rae  
 G. Annand  
 R. Thomas  
 A. Korczac

Locker Block "B"

F. Mayerhoffer  
 C. Lister  
 D. Heins  
 D. Martin  
 P. Boudreau  
 R. Cameron  
 P. Flood  
 G. Latendorf  
 B. Hardy  
 S. Jones  
 P. Ashby  
 K. Noak

Locker Block "F"

J. Clemmer  
 S. Morris  
 K. Olsen  
 P. Broker  
 G. Pincoe  
 P. Walton  
 T. Prentice  
 H. Altman  
 L. Masterman

Locker Block "D"

G. Callingham  
 L. Reid  
 B. Hitchens  
 G. Cross  
 T. Nimmo  
 P. Sutherland  
 B. Case  
 M. Smith  
 M. Loughborough  
 G. Chandler  
 G. Rea  
 W. Ferda

"Ritz"

S. Feldchadler  
 C. Sinclair  
 D. Fowler  
 R. Fisher

"Dinghy Shed"

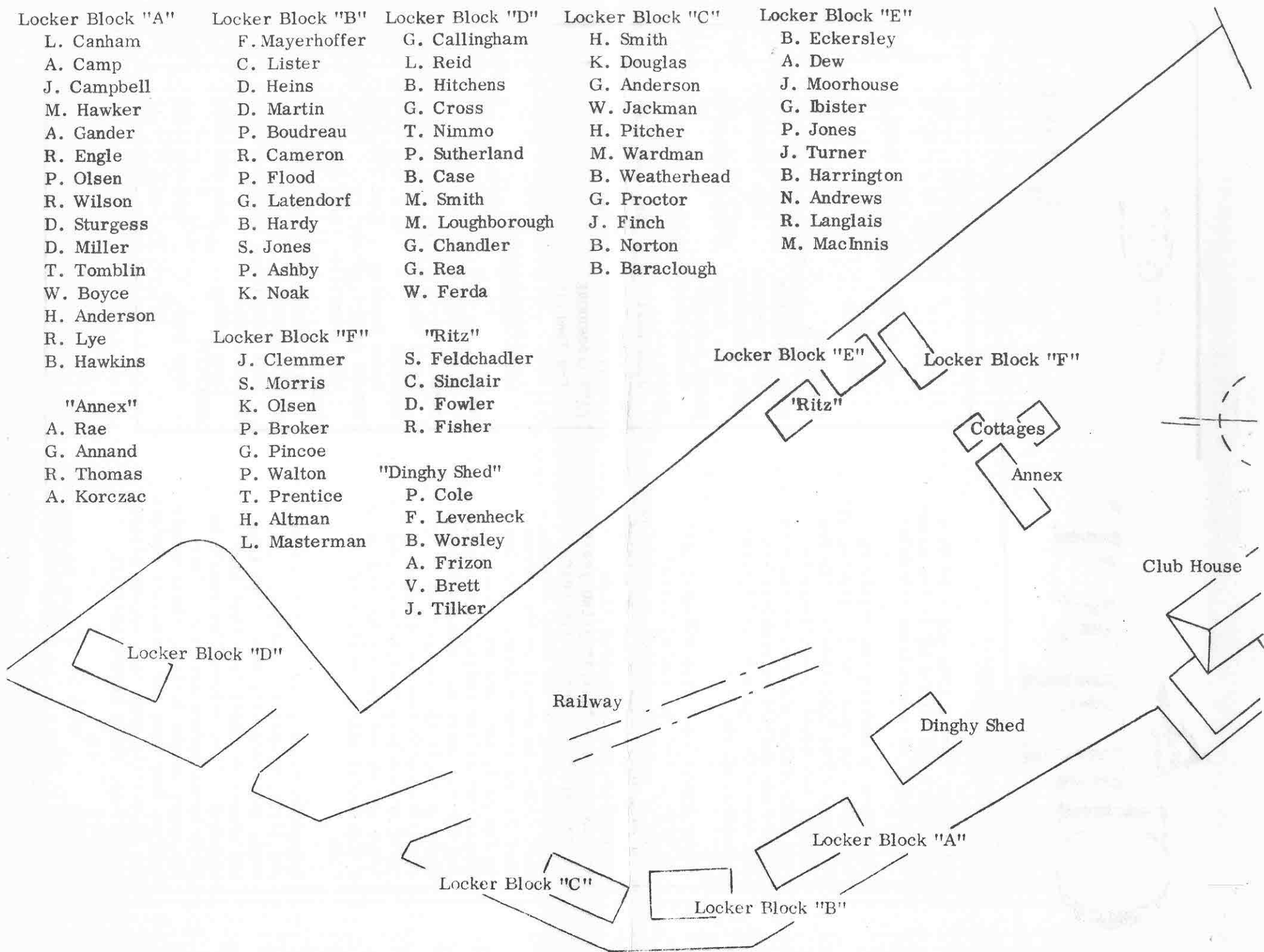
P. Cole  
 F. Levenheck  
 B. Worsley  
 A. Frizon  
 V. Brett  
 J. Tilker

Locker Block "C"

H. Smith  
 K. Douglas  
 G. Anderson  
 W. Jackman  
 H. Pitcher  
 M. Wardman  
 B. Weatherhead  
 G. Proctor  
 J. Finch  
 B. Norton  
 B. Baraclough

Locker Block "E"

B. Eckersley  
 A. Dew  
 J. Moorhouse  
 G. Ibister  
 P. Jones  
 J. Turner  
 B. Harrington  
 N. Andrews  
 R. Langlais  
 M. MacInnis



FROM THE MOORING CHAIRMAN

The 1980 mooring list will be posted in the main foyer at the Club on Easter weekend. The final list of members who have paid their interim billing from last Fall is what we work from in compiling the mooring list. Because of the number of overdue accounts this year, we have had to delay the publishing of the list until after this issue of the CLIPPER went to press. The Board has recommended that in future years the cut-off date for outstanding bills be moved forward by at least a month so that we can advise you sooner of your mooring position. For now, we apologise for the lateness this season.

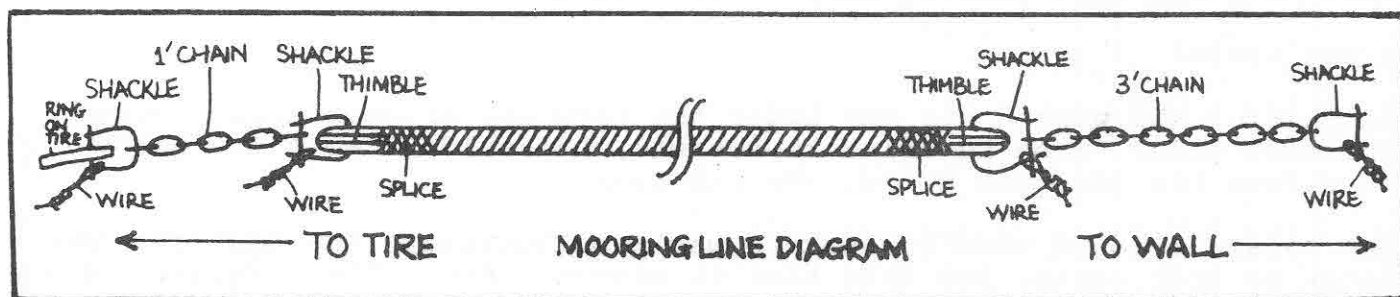
Any new members who are currently on the waiting list have already been contacted by me and notified of their status for 1980. If I have been unable to reach anyone by the time you read this, please don't hesitate to call me at my home : 769-7187

The mooring line diagram which is reproduced here is to show new members the proper mooring equipment required by the Club for all moorings. Chain and line are available and will be sold from the mooring locker room (main Clubhouse, East side) on Saturday mornings on each of the launch weekends as well as Easter.

There are usually problems with some moorings at the beginning of every season.

Tires are sometimes lost due to winter damage or are dragged out of position. I would ask each member to check their respective mooring for any such problems that will require help from the mooring committee.

Please contact me at home during the week to ask for such help so that I can plan the weekend activities without wasting volunteer members' time.



BRIAN HAWKINS - MOORING CHAIRMAN

\*\*\* BOATS SHOULD CARRY FENDERS AT ALL TIMES  
WHEN AT THEIR MOORINGS - TO PROTECT BOTH  
YOU AND YOUR NEIGHBOURS

## SQUIRRELS 2 - THUNDERBIRDS 0

I can remember when I used to like squirrels, those cute fuzzy-tailed little acrobats of the outdoors. That was before the time I realized the squirrel has one very serious character flaw - they like to eat Thunderbirds.

The first time a squirrel ate my T-Bird (WINGS #407) I put the blame squarely on my stupidity for I had left the top leaf of my companion-way door off for better air circulation during winter storage. Sometime during that winter, a whole family moved in. Now, why shouldn't they make a nest out of my favourite sailing sweater, it was a very cold winter. And I bet those charts (Oakville to Hamilton Harbour eaten clean away) and my jenny sheets, made a good midnight snack. The rubber cap of my extension cord and my rubber foul-weather gear must have added some bounce to their family meals; after all, you can't eat kapoc life preservers for supper every night of the week!

Even with all that damage, my soft spot for squirrels pushed through when I found the nest next Spring. I gingerly placed it in a place safe from vicious marauding cats and other predators that could have harmed the young. (Applause from animal lovers, please).

A second time! How, you might ask, could this happen a second time. Stupidity again? Well, yes and no. I have this black cloud that follows me around. (Ed: not to be confused with Flying Cloud).

This time I think I out-thought myself, if that's possible. For the short week between my haul-out and the final haul-out when WINGS would be completely battened down for the winter, I made sure to close the boat up tightly. I threw a heavy tarp over the fore-deck to cover the mast hole and left feeling sure I was completely squirrel-proof.

Wrong again!

A squirrel had pushed his way under the tarp and dropped down through the mast hole. When he tried to retreat, he couldn't move the heavy tarp from his position below. He ran amok.

The damage I found when I returned was unbelievable. The squirrel had eaten my boat again, but this time it wasn't funny. Every square corner of mahogany trim inside the cabin was knarled to shreds. Another sweater, more charts and line, an old life preserver, and every exposed electrical wire in the boat, stem to stern, was chewed to destruction. The solid wire was left bare but the braided wire was chewed off cleanly right into the fixtures.

Well, animal lovers, best you should not have heard the language. When I saw the beast hiding in the bilges, I grabbed my boat mop and swung a mighty blow. It was devastating! My mop lay in pieces, a floor board was shattered and my knuckles were left bruised. The Squirrel? Oh, the cute fuzzy-tailed little acrobat of the outdoors made a fast exit right. Anybody got a vicious marauding cat for sale?

MIKE O'CONNOR - WINGS

