



Clipper

August 1981

COMMENTARY

The season is rapidly winding down and it's time to start considering a number of items.....

We should have names to nominate for the various annual awards... Now is the time to start work on the cradle (remember last year when you left it 'till the last minute?)...

When you are enjoying these last runs out on the lake, take time to list the sails, covers and other such items that are in need of repair which can be done during the winter. You know why sailmakers are so busy in the spring? That's when most people think to have the repairs done.

Now is also the time to start thinking about next years' Board. The Nominating Committee will be at work by early October. Give some thought now about whether you feel you can contribute to the running of the Club, or who you

think might fill the various offices. These are difficult times for the Queen City Yacht Club and we need people who are dedicated, business minded people.

News

PARKING GETS ON TRACK IN TORONTO

First the Good News.....

Relief is in sight for Esplanade area parking. Word has it that a multi-story parking lot topped with a six story hotel is being built on Esplanade at the foot of Church St. just north of the railway tracks.

The parking garage will occupy the first six floors of the structure, which will take the hotel well above the train traffic.

In the plans is a landscaped garden to cover half of the top floor of the parking garage.

Now the Bad News.....

It won't be open until next July!!

LETTERS

A FUN ANNUAL RACE

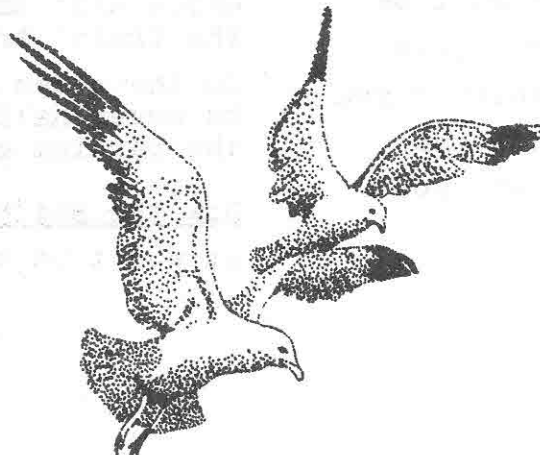
Every year in July the Port Credit Yacht Club hosts the Lake Ontario single-handed race. This goes from Port Credit to Port Dalhousie on a Saturday and from Port Dalhousie back to Port Credit on the Sunday. You can enter L.O.R. but if you don't have an L.O.R. rating, the race committee will calculate a "Skene" rating if you give them your beam and length. There are also special divisions for multihulls and Sharks. The contenders assemble on Friday night for a detailed safety check (a list is provided in advance). Port Credit puts on a special early buffet breakfast on the Saturday morning because the start is at 9 a.m. This year there were 38 entries. Everyone starts together so with everything from $\frac{1}{4}$ tons to 40 ft. multihulls going for the line, the start can be a bit hairy. This year the first leg started as a drifter. Everyone put up light sails and spread out to try to clear their air. Sounds carry well on this sort of day and as the fleet separated you could hear the skippers talking to their auto-helms. The wind eased in the afternoon and it became a spinnaker reach. The race ended with a line squall that sent everybody screaming to the finish with shortened sail.

Port Dalhousie put on a good supper. Since it was a single-handed race, you might have expected to find each skipper sitting in his own corner morosely over a beer, but on the contrary, the entrants turned out to be a jovial social lot. On Sunday morning, Port Dalhousie put on an excellent buffet breakfast. The winds were behind us on the start so the spinnakers were up on the line. Half way across the lake a new wind came out of the northeast which was great for those who were on the right side of the course! The visibility was poor on both days so an RDF is practically a must.

The results are read out on the Sunday night in P.C.Y.C. and there are handsome trophies for the first boat home, the first multihull, the first boat on corrected time and the first boat using automatic steering. But (and this is a nice touch) every entrant who completes the race gets a little plaque to commemorate the event. All aspects of the race were professionally organized and Gordon Pillar and his team from P.C.Y.C. are to be congratulated.

Altogether is is an excellent event. If a group of Q.C.Y.C. boats entered next year they would be sure to enjoy it and meet an interesting bunch of sailors.

Peter Ashby



MEMORABILIA

The Q.C.Y.C.
Clipper

August 1960

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DOES THE CLUB NEED A MANAGER?

This question, raised unofficially at the last board meeting, has always been a favourite item at bull sessions.

The "Clipper" does not pretend to know the answer but we do suggest you think about it for the time when it comes to a vote.

The fact is we are no longer a "do-it-yourself" club functioning on the work-party principle. In the last ten years we have been hiring professionals to do a large part of the necessary work at the Club and the results are far more satisfactory.

Committee chairmen stretch their budgets to great lengths and do their best to gain all they can from each Dollar spent but gaps do exist and unforeseen expenses arise.

The question is - will a permanent manager save us money by co-ordinating expenditures and through complete supervision of committee programs?

On the other hand - a competent manager will require a sizeable portion of our annual income which may make the idea completely impossible.

It's a big step for us to think about. There are many facets to the problem and all of them complex. However the time is at hand to examine the possibilities with an eye on the future. What do you think?

(AN ETERNAL QUESTION.....ed.)

MEMBERSHIP

Proposed for membership:

Brian King	Senior	1764 Rathburn Rd., #34, Mississauga, Ont.
Peter Holcomb	Dinghy	9 Hillside Ave. E. #B, Toronto, Ont.
Clayton Jones	Inter.	12 Silver Shadow Path, Etobicoke, Ont.

