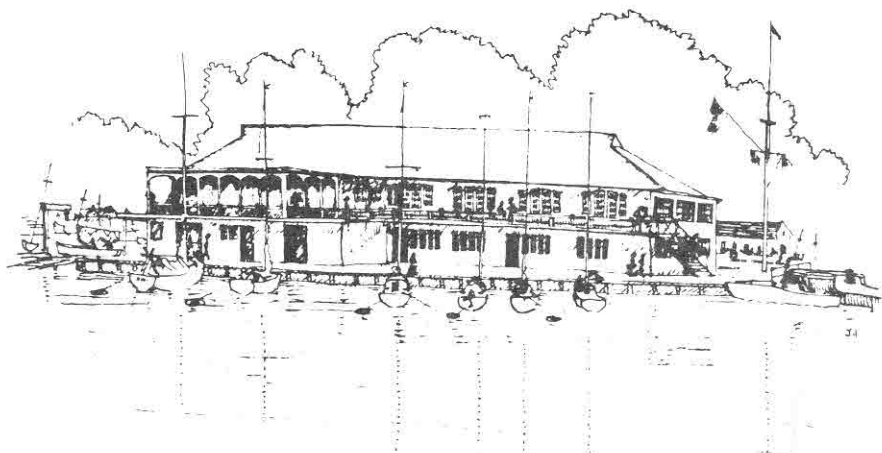


The *Clippet*

DECEMBER 1982



QUEEN CITY YACHT CLUB

QUEEN CITY YACHT CLUB

1982/1983 Fee Schedule

NEW BOARD OF QUEEN CITY YACHT CLUB FOR 1983

Commodore	Klaus Noack
Vice Commodore	Tom Tomblin
Rear Commodore	Don Bester
Fleet Captain	Paul Boudreau
Secretary	Andy Small
Treasurer	John Warren
House Chairman	Barry Hardy
Planning	George Chandler
Entertainment	Liz Dorner
Junior Club	Bill Eckersley
Yard	Bruce Robinson
Moorings	Vern Davidson
Publicity	Tom Egan
Membership	Karl McManaman

EDITORIAL

The annual general meeting of The Queen City Yacht Club for 1982 was unique. While the attendance was average, just over seventy senior members, the meeting was outstanding in its brevity, lack of rankor and major problems. The general membership showed their appreciation of a well done job the retiring board had accomplished. We've been to a lot of A.G.M.'s and can't ever recall anyone getting a standing ovation from the floor.

The board that was elected that night leads us to believe that 1983 will see the same qualities and outstanding results. The incoming board has the experience behind them to address the problems of running Queen City next season and to build for the future.

1983 could be a water mark year.

The Board has decided to limit fee increases this year to approximately 6% (5% in 1981/1982). We believe that a small fee increase and stringent limits on expenditures is the best way to eliminate the remaining bank debt and enable the club to plan for the future from a solid financial base.

The proposed fee schedule for 1982/1983 is as follows:

	<u>1982/83</u>	<u>1981/82</u>	<u>1980/81</u>
Senior	560	525	500
Associate	235	225	210
Dinghy	265	250	240
Intermediate	125	125	120
Student	125	125	120
Out of Town	75	75	72
<u>Minimum Billing</u>			
Senior	200	200	200
Associate	125	125	125
<u>Lockers</u>			
Large	150	140	135
Small	80	75	70
<u>Moorings</u>			
Club	260	260	250
Wards	240	240	225
Dinghy Shed	175	175	165
Dinghy Outside	110	110	105
Dry Sail-Keel	175	175	165
Laser	75	75	70
<u>Yard Storage</u>			
Length x Width x	\$.70	\$.65	\$.65
Initiation	1,000	1,000	1,000
Debenture	500	500	500

LOW BLOWS DEALT TO BOARD MEMBERS

While the Annual General Meeting in December was overall an upbeat occasion, primarily due to the club's financial position at year's end and the general appreciation of the work done by the Board on whole, the evening was marred by the conduct of several senior members. The club Treasurer had a number of billings for various members. He chose the opportunity to pass them out that evening. Grumbling at the receipt of a bill is in no way unusual, in fact it is most likely the norm. What is unusual, in fact unreasonable and unacceptable, is the reactions to which the Treasurer was submitted. The action of one member upon the receipt of his bill came close to assault when the invoice was thrown at Treasurer John Warren! Another member wrote obscenities on his bill. A third became abusive.

The Treasurer does not determine who pay what or how much and anyone who doesn't know this should not be allowed out alone! Fees, dues, assessments are set by the Board. The allocation of some fees and or assessments may be determined by the Chairman responsible. In as much as no one is perfect, in as much as Board members are volunteers and not full time employees, and in as much as there may be days, perhaps weeks without communication between the various Chairs, mistakes sometimes do happen.

The Board has always been willing to give the benefit of the doubt and is always approachable. There is no reason to think that if a person believes he has been incorrectly invoiced that he has no recourse.

The club should not tolerate thugs. The Board will not. All members are advised to review Item 66 "Misconduct of Members" in the Constitution. The Board is unanimous in it's resolve that this Article will be adhered to.

GRC

We regret to report the death of Betty Annand in Montreal last month. She is survived by her husband George Annand, Past Commodore of Queen City.

It saddens us also to report the death of Barry Moore, past Senior Member of Queen City, in Australia last month.

MEMBERSHIP

ACCEPTED FOR SENIOR MEMBERSHIP:

David Beasley
620 Jarvis Street
#2309
Toronto M4Y 2R8

PROPOSED FOR SENIOR MEMBERSHIP:

Doug Morris
67 Macpherson Avenue
Toronto M5R 1N7

Bob Nash
17 Deepglade Cres.
Willowdale M2J 1B3

MERGER DISCUSSED FOR 20 YEARS

Metro marine unit takes over policing

It was the end of an era on October 1, 1982 when the Toronto Harbour Police switched uniforms and became the Metro Police Marine Unit.

The date also marked the end of an association with the Toronto Harbour Commission, one dating back 60 years to 1912 when the first permanent Life Saving Service was established. The first station and lookout tower were built by the Federal Government at the eastern entrance to the harbour.

During those 60 years, the Harbour Police made thousands of rescues on the waterfront and further out in Lake Ontario. Some were routine, some were spectacular. But in the course of its history, the force won the admiration and respect of the community and was regarded as one of the best waterborne units in North America.

Who could forget the night of heroes — October 15, 1954. As Hurricane Hazel unleashed her fury, the force braved the stormy waters and swollen rivers to rescue people as far away as the Rouge River some 20 miles east of the main station. The officers picked people off houses, cars, trucks and from crumbling river banks. When calm was restored, rescue workers counted a total of 82 victims.

Who could forget that terrible date — September 17, 1949 — when police boats, and others, plucked panic-stricken



Port's Director of Security Ross Wren (left) is in charge of the new 10-man civilian force.

passengers from the waters of Toronto Bay after they had leaped from the deck of the burning inferno that was the Noronic. The fire claimed 119 lives. The toll would have been higher had it not been for the work of the "rescue navy".

Who could forget the heroism of Leading Hand Robert Riekstins who risked his life to rescue a man trapped in a vintage plane which had crashed during the Canadian International Air Show in 1976. For this he received the Toronto Harbour Commission's highest honour, the Award of Merit.

These and other feats have made the force a legend.

The first lifeboat in Toronto Harbour dates back to 1857 and was purchased by the harbour authority "to be used in case of a shipwreck at or near Toronto Harbour." However, the boat proved to be too heavy and unwieldy and was replaced by an improved version purchased at Oswego, New York. It was to be manned by a volunteer crew when required.

The lifeboat was in time transferred to the City of Toronto, in trust, and was moved to the Island under the responsibility of Captain William Ward. He raised a volunteer crew of fishermen and formed an association known as the Toronto Harbour Lifesaving Crew.

As stated earlier, the first permanent rescue force was born in 1912. Just seven years later on May 19, 1919, the station and lookout tower which had been built at the harbour's eastern entrance were destroyed by fire.

The subject of lifesaving and police patrol became a topic of general



Harbour Police headquarters and lookout tower (right) were moved to an Inner Harbour location in 1929. At left is the old Maple Leaf Baseball Stadium.

discussion between the Federal Government and the City of Toronto and the Harbour Commission. It was eventually decided that the lifesaving service would be maintained by the City under direct control of the Commission. Ottawa and the Commission were to contribute \$3,000 each per year towards its operation.

The Federal Government transferred all its equipment, including a large lifeboat, to the City in August, 1919. A new main station and lookout tower were established at the Western Channel entrance on the mainland.

This proved to be a bad location since westerly storms made it extremely difficult to navigate through the seawall in an emergency. New industry locating on the waterfront also meant that the view from the lookout tower was becoming obstructed. So a new spot was found at the foot of John Street.

In the spring of 1929, with the aid of logs, skids, a derrick and scow, the building and lookout tower were pulled by tug to the present location.

When the City had assumed responsibility in 1919, the force consisted of a superintendent and eight permanent staff. In 1975 when Robert Cornish was made Chief of the Toronto Port and Harbour Police, the waterborne unit consisted of 38 permanent officers and 20 part-time motorboat crewmen. The Port Police numbered 25 men.

Chief Cornish was named to the new post shortly after George Ragen retired as superintendent of the Harbour Police. Mr. Ragen had been with the force 46 years, 21 of them as superintendent. In 1975, the land-based unit was placed under Superintendent Ross Wren while Superintendent Ernie Norrey was put in charge of the waterborne force. In 1977 Superintendent Norrey retired and Superintendent David Bryan took over.

Chief Cornish had been a member of the Metropolitan Toronto Police Port of Toronto News, 1982.

Detective Bureau when he joined the Port Police force which had been formed in 1966. The first chief was Joseph E. Thurston who had retired as Deputy Police Chief of Metro.

Mr. Thurston was succeeded by Bruce Crawford who left in 1971 to head up the York Regional Police. At this point, Chief Cornish became the third man to lead the Port Police.

The land-based unit, which handled security and law enforcement in the port, had also built an enviable reputation. In its 24-hour watch over 20 kilometres of

dock area from Toronto Island Airport in the west to Leslie Street in the east, the force made the port virtually crime free. Each year its police cruises averaged upwards of 150,000 kilometres of patrol.

With an old era ending a new one beginning. Because of the merger, a new water patrol unit will have a strength of 56 men and will be known as the Metro Toronto Police Marine Unit.

The merger means that the Port of Toronto's security will now be looked

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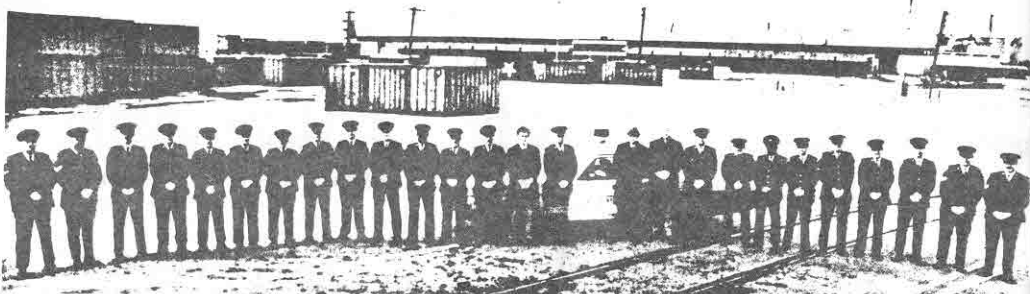


Heading out on patrol in the re-painted Metro Police steel-hulled craft are Staff Sergeant Gord Torrance (left) and Sergeant John Gowlie. A third steel-hulled boat is expected to be added soon.

Ray McFadden Photo.



Staff Inspector Robert Cornish discusses harbour patrols with Sergeant Grant Charlesworth and Inspector Dave Bryan.



September, 1973: Toronto Port Police unit lines up for a group photograph at Marine Terminal 51.

New era begins for waterfront police

Continued from page 3

after by a 10-man civilian force headed by Director of Security Ross Wren and his assistant Tom Steele, both members of the Metro Police Force.

Former Chief of the Port and Harbour Police, Robert Cornish, is now in charge of the marine unit with the title of Staff Inspector.

"I am pleased with what has happened," he said. He pointed out that the merger of the Harbour Police with the Metro force had been discussed on and off for some 20 years. Two years ago

discussions resumed in earnest.

Nothing is really going to change in waterfront policing due to the merger.

"We will continue to do what we've been doing in the past, only better," said Staff Inspector Cornish.

At the time of the merger, the waterborne unit's range of equipment included seven inboards and seven outboards (all equipped with two-way radios), 40 rowboats for lifeguard duty and five dragger dinghies. (All lifeguards at city beaches come under the

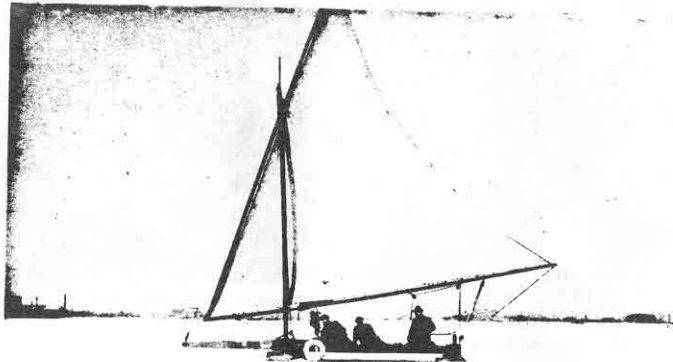
jurisdiction of the marine police unit.)

With the addition of three Metro Police boats, the force now has 17 for patrol duty. Soon it hopes to add a third steel-hulled craft (30 to 40 feet long) for year-round patrols of the harbour.

"Although the force will no longer be administered by the Toronto Harbour Commission, we feel that a close working relationship will continue," said Ian C.R. Brown, General Manager of the Commission. "They are still part of the waterfront family."



1930: Harbour Police fleet lines up for inspection at the new main station location in the Inner Harbour.



February, 1920: Waterfront policing includes harbour ice patrols.

Port of Toronto News, 1982

Start in spring on shore park

Work is expected to begin next spring on a project to create a 70.5-acre waterfront park

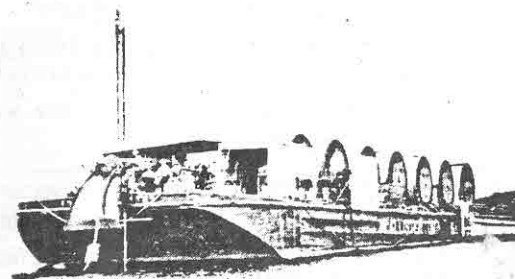
The park, off the Lakeshore Psychiatric Hospital grounds at the foot of Kipling Avenue, should take six years and \$6-million to complete.

It will take four years to create 48.5 of the park's acres with fill from construction projects.

It will be another two years before mooring for 500 boats, an amphitheatre, gardens, a fitness trail and beaches are completed. The park — named after Colonel Samuel Bois Smith who in 1795 became the first landowner in what is now Etobicoke — will also take up four acres of the hospital's 44-acre site. The rest of the park's area will be water.

What will become of the rest of the hospital site is uncertain, subject of studies.

New Submarine Power Line Largest in Province



DOWN SHE GOES

The largest underwater transmission line in Ontario is now in service.

The 230,000 volt line spans the 1.3-kilometre Hayward Long Reach, part of the zig-zag waterway that separates the eastern end of Prince Edward County from the rest of the province.

The \$5 million submarine crossing - consisting of seven low-pressure, oil-filled cables - is part of a larger Ontario Hydro project to increase the supply of power to the Picton area of eastern Ontario.

Hydro corporate relations offer Norm Manning expects the underwater line to save the utility about \$500,000 a year in reduced "line loss" - the power leakage that occurs in lower-voltage lines over long distances. Until now, the area has been served by three lower-voltage lines.

The cables were manufactured and installed by Pirelli Cables Inc., of Quebec. An ungainly barge briefly interrupted the graceful array of sailboats on

the waterway in the summer to separately deposit each of the seven cables in the thick silt on the channel bottom. Operations were restricted to working days to avoid interference with weekend boating enthusiasts.

Hydro project engineer George Novotny says the biggest problem in laying the cables - within 20 metres of each other - was keeping the barge on course. "We had a quite a strong wind with laying the third cable, but the barge didn't deviate more than two metres either side of the planned course."

Navigation was helped along by an on-board computer giving digital and graphic readouts. The system was backed up by a crewman with a surveyor's transit who kept in constant contact with the operator of tug, along to help keep the barge on track.

Hydro-Quebec observers were also on hand to take notes for future underwater projects.

