

# The Clipper



May 1985

## COMMODORE'S REPORT

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In regards to our upcoming lease renewal, I'd like to report that our Vice Commodore Barry Hardy and I went to a meeting of area club Commodores to discuss the format of our presentation. Since then, a second meeting took place with Robert Bundy, Commissioner of Parks, that was attended by Barry Hardy and our counselor Don Martin. We are pleased to hear that Don Martin was chosen to represent all the island clubs in our negotiations.

### Sailpast 1985

With the line squall going through just as the first boat was about to pass, we did not need a cannon or fireboat which put on a display for us upwind in 1984. Mother Nature did it all. Our spirits were not dampened, however, and a good time was had by all. I was proud to see so many Queen City sailors out in such rough conditions, and felt honored. Our head table guest David Francis, the head of Harborfront, and his wife Margaret were in the Sailpast with us, and plan to come back for a leisurely sail in sunshine. Also, our new Harbormaster would like to come for a sail sometime this summer.

On June 28th, 1985, we plan to take part in the annual Police Sailpast, with the salute being taken by Police Chief Jack Marks. Our Flag Officers will be taking part also, and together, we will represent our club.

I hope everybody is enjoying the view through our new windows in the front of the club. Thanks for this project go to Ted Moore, Ray Shepherd, and Fred Mayerhofer. Jim McKinley also deserves a mention: he has spent most of his weekends doing electrical work on the American Side.

Many thanks.

Klaus Noack,  
Commodore.

# VICE COMMODORE'S REPORT

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With the spring launch of the Q.C.Y.C. fleet successfully completed, I look forward, with all members, to a new sailing season. I am especially gratified to note the participation of many of our new members in the marine yard during the launch weekends.

On a more earthy subject, I can advise that the pump-out project is now in the advanced planning stage. Our project engineer expects to proceed with the installation within the next 5-6 weeks, and he will need manpower at that time.

Expansion of electrical service on the American side is progressing well. Hopefully, we will have full water service to that side early in the season. Because of the cost of these projects, we are cutting back on day care and meals on wheels.

New tables and chairs have now been placed in the Great Hall. All of the new tables were donated by members, and engraved commemorative plaques have been inlaid to mark their generosity. Similarly, new chairs are being donated by members, and an appropriate plaque will be affixed to the back of each chair. I still have a few chairs available for donation. Think of it as a handy way to get rid of that bothersome and unwanted Debenture.

Any person whose locker roof is leaking should contact me and I will make available to them repair materials provided and paid for by the Club. It is suggested that occupants of lockers form work parties from members in their own locker block to make timely repairs in these situations. Protect your antique furniture and oil paintings - repair your locker roof now!

Some members, whose thirst exceeds their better judgement, have been requesting the staff for preferential consideration outside of posted hours. We don't want anybody to become so parched that they crumble into a heap of dust at the south end of the Great Hall, but please respect the posted hours of service.

Some other members should be reminded that they are not to direct complaints or issue instructions to the staff in respect of the performance of their duty. The Management Committee and, indeed, any Club Director, is very well equipped to assist members who may have a problem with any of our staff. Direct compliments are, however, permitted!

Barry Hardy,  
Vice Commodore.

# FROM THE REAR

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## Sailpast 1985

The hardy souls who braved the elements to sail in Sailpast can feel a sense of accomplishment. All three hundred of us who shared in the enjoyable Reception/Commodore's Punchbowl and Dinner/Dance owe a vote of thanks to Neil Andrews, House Chairman, and his staff for their efforts.

## QCYC's Blake Van Winkle Race

The race had the sunny weather and fair winds we should have had for Sailpast. It was a great sail to Port Credit and back.

Congratulations to the QCYC skippers who represented us so well on the race course:

Alan Shapiro (TECUMSEH) - First overall - LOR  
- First - LOR III

Hal Ebert (STRIDER) - Third - Shark Golds.

Marilynn Snall  
(MRS. JONES II) - Second - LOR II

## Upcoming Events

### ABYC Sail-in, June 8th.

On the Saturday, we will be racing for the John Welsh Trophy in Albacores. This is an old (1947-1958) event (rivalry?) that both QCYC and ABYC are anxious to revive.

### NYC Open Regatta, June 8th.

Now that you have your boat measured for the Wednesday night club races, use that certificate for some more - come out and race the first regatta of the year. The more boats we have out, the better we'll represent the club. LORC registration forms are available in the club office.

Andy Small,  
Rear Commodore.

# FLEET CAPTAIN'S REPORT

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Firstly I would like to thank Geoff Turner for the beautiful job that he did painting the new name boards for the "Algonquin Queen". It truly adds a touch of class to our 'Queen' and is appreciated by all of us I'm sure.

The boats were repainted prior to Sailpast as was the shelter on the city dock. Mark Milne went over the mechanicals and reported A-OK which hopefully will give us a trouble free year of Tender service.

As you have seen we have added two new tender operators to our staff this year. As well as welcoming back Craig Green we have also hired Jan Brockhausen and Rob Eckersley. Jan will be doing more driving in the summer as Rob shifts his attention more toward Junior Club although he will still be doing occasional shifts to back up Craig and Jan.

The fellows have brought to my attention the reluctance of some members and their families to show their passes, feeling for some reason that the driver should know who they are and therefore do need to produce their cards. This of course is contrary to rule # 5 of the house rules as shown in your 1985 Sailing Programme and those members who, for some reason, resent producing a pass should simply walk around to the city ferry where no card is required.

Interestingly enough the members who have this problem seem to be those who have only been in the club for a year or two while those ten, twenty and thirty year members seem only too pleased to produce a card.

I would also like to ask all members not to ask the drivers for special considerations when using the club vessels. These fellows are on a schedule and if someone asks them to wait while they go and park their car it throws them right off their timetable. If you have guests pay for them, if you have freight simply call the club ahead of time and ask that the Robbins be brought on a particular run to meet you. There will be no charge for this service if it corresponds with a scheduled run, however, please be reasonable and don't ask for a freight run for example at 4:30 on a Wednesday night. Should a special run have to be made a charge of \$20.00 has been set by the board. Remember please the 'Queen' is not a cargo carrier and the cabin top is definitely not made for carrying lumber, windsurfers, refrigerators etc.

Good Sailing  
Karl McManaman

