

# The Clipper



MARCH 1987

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**Launching Dates!**

**April 18. and 19.**

**April 25. and 26.**

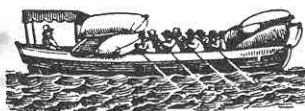
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## FLEET CAPTAIN'S REPORT

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Weather permitting, there will be a limited weekend tender service starting March 28 & 29 using the Robbins, so dress warmly until the Queen is in service.

- Jim McKinley  
Fleet Captain



## VICE COMMODORE'S REPORT

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We have had a two day taste of Spring. The time has come to get over to the yard, roll back the cover, and contemplate all of the jobs that will not be finished for Launch. Please be sure that you do get an early start and be sure that you are ready for Launch. In our co-operative society at Queen City, one late boat in a row can cause an immense amount of extra work.

On the positive side, we expect to have services laid on for early operation in the clubhouse. I look forward to seeing everyone in the Bar and Dining Room. We are looking forward to a successful year, but we need your participation. We have good facilities, let us make good use of them.

- Bill Eckersley

## YARD

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### Yard Report

The following launch dates have been selected:

April 18th and 19th

and

April 25th and 26th

as required.

As advised earlier, this year's scheduled launch will occur one day earlier than last year. As well, we'll have at least two full weekends following launch to get our club and our boats prepared for Sailpast.

Assuming good weather in April, there is no reason not to expect the club to repeat last year's record two day launch.

Don't forget, at 8:30 a.m. on Saturday, April 18th, 1987, we must stop working on our boats and commence the launch, so be ready!

- Wayne Smith  
Yard Chairman

# PLANNING

## Planning Report

We received a proposal from Don Bester (NIPKIN) in January '87, that was tabled in February and finally reviewed at the March Board Meeting. Don suggested that each visitor that sails in and requires a guest mooring pay a fee of \$20.00 for which he would receive four \$5.00 books of Q.C.Y.C. tickets for his use, or to dispose of how he wishes. The boat would be registered and labled with a tie on to the bow pulpit showing his date of arrival, with the tag good for a 2 or 3 day stay.

The proposal has merit in that it is simple - avoids cash changing hands with staff, and the guest gets value for his fee (if he avails himself of the club facilities), and the club probably generates a few thousand dollars over a season. The majority of the Board present at the March meeting however thought after carefully considering the proposal that it was too radical a departure from our past practice and that it may generate hostility both in some of our guests and members. It was voted not to implement the scheme at this time. Perhaps the membership at large may have some feed-back on the proposal that had been carefully thought out and well presented.

With regard to monitoring participation in club work party activities along the lines outlined in previous reports, generally all the (little) feed-back from members has been negative and it appears to be the concensus that the present Adhoc system be continued. We will then continue with the current practice of a non-monitored and undefined self help system. It appears that the Board expect all club members to be on hand for each scheduled day of a club launch and haulout, and work parties when they are called.

It looks as though we are going to have to sign waivers of liability before the next launching at Q.C.Y.C. - tisk, tisk - next they will want to stop drinking the beverage in the yard while at work.

We have identified a list of specific capital expenditure and some items will be beyond our projected current revenue to cover. This list includes:

Water supplies club side (with meter) -	\$10,000
Grease trap -	2,000
New roof -	15,000
New Engine for the Queen -	10,000
Plus 8 or so smaller items -	23,000

continued ...

This will leave us four alternatives:

1. Do not renovate (not a real option).
2. Renovate and raise a debenture.
3. Renovate and invite an arrearment.
4. Renovate and repay a bank loan.

In some other clubs, members are invited to express an opinion as to which course they prefer to adopt. Do you have a preference?

Lifting a notice from one of our local yacht club's current publications, I noted,

"The Membership Committee is contacting members who are short hours in 1986. Each Senior Member has to work 20 hours again in 1987 and there should be enough projects to accomodate all. Don't wait to be called for a work party. Contact the dock formen to get your name on a work crew. It's your responsibility. Failure to complete hours without a valid reason can jeopardize your membership."

That club has 270 senior members and they will do 5,400 hours per season. If only two thirds of that is cleaning, moving furniture, cooking, and serving meals, cutting grass, and selling tickets, (all of which we pay staff to do) they save \$15,000 to \$20,000 per year on us. Our club has triple the staff that they do, and even allowing for our needed tender staff, we are relatively pampered (for a self help club). Fine. I enjoy it too, and even prefer it, but since our annual dues are already high, we must make another choice on how to repair and improve our club facilities.

Since the first launch is the 18th of April, we must have a group out to repair the floating docks on or before April 11th, so that launched boats can be docked. Floating dockers - please call your adjacent dockers and get your docks in shape, and the piles re-set before launch.

Hoping for another good season!

- Bob Nash,  
Planning

# MEMBERSHIP

## MEMBERSHIP

Proposed for Associate - Ronald E. Kramer

Membership cards will be available at the office on the first weekend of launch. If anyone needs their card earlier, please let me know.

- Bill Nichols



February 22, 1987



Greetings from Antigua!

We're now anchored in English Harbour, once home to Lord Nelson's fleet and now a snug, popular anchorage for vessels of all sizes (but mostly very large) from all over the world. John and Diana Moorhouse are just finishing up their 2-week holiday with us. We've certainly enjoyed having them visit and we cruised most of Antigua with them - lots of lovely anchorages with good reefs for snorkelling and white sand beaches. John has set a new record for number of books read in a 2-week period!

To back track, we survived a 2-week, 1,500 mile ocean passage from Beaufort, N.C. to St. Thomas, U.S. Virgins, with the stalwart help of John Moorhouse and Gail Smith (crew on Ca Suffit). Then Somerset spent 6 weeks cruising the Virgins before sailing on to St. Martin. From there we "island hopped" to the lovely French island of St. Barthelemy (St. Bart's), St. Kitt's, Nevis, and then Antigua. We've done a lot of beating from the Virgins to here, but John and Diana have promised it will be a "sleigh ride" from now on. We're on to Guadeloupe and Martinique next, and then soon it will be time to start back. Hope you all have a good Launch.

- Joy Strachan & Pierre Merlier  
"Somerset"

