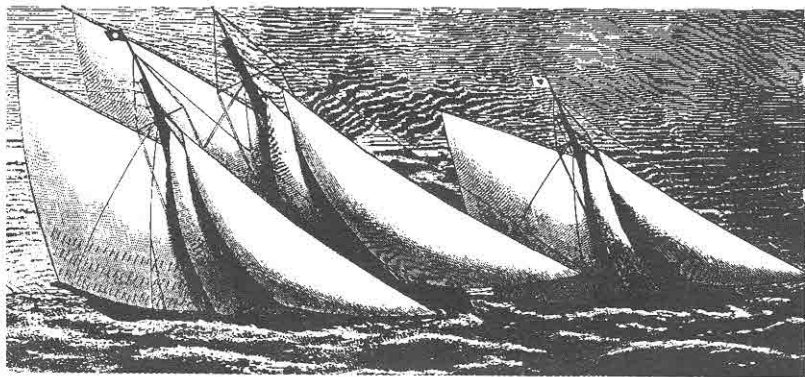


# CLIPPER

JUNE, 1993

# QCYC REGATTA JULY 17



## COMMODORE

Sailing season is now in full swing.

Although our spring weather was hit and miss—we were hit by rain and we missed sailing—we have enjoyed some great days since.

Sailpast was especially enjoyable. Our racing program is well underway and our entertainment/activity calendar has been filled with lots of fun.

Our regular Spring Meeting was held on May 28th, and a number of important matters were discussed. For those who missed the meeting, I'll review these matters briefly. Clearly the two most important issues concern our decline in membership and our financial situation. The relationship between both issues is equally clear. Over the past two years our total senior membership has declined by nearly 15%. The extra emphasis that we have placed on planning, budgeting and expense control has not been able to off-

set the revenue reduction that is attributable to the declined membership. As a result, our primary goals are to increase our senior membership and manage our finances. Mary Partridge gave quite a detailed report on our membership initiatives at the Spring Meeting, and has reported on these matters in the Clipper, so I won't go over them again.

Although we have recognized that we must be more flexible and competitive in these times, we are confident that our Club location and facilities, our programs, and members will help fill our roster under the right circumstances.

On the financial side, we reviewed a worsened picture. Your Board of Directors' financial objective from the beginning of this year has been to balance our budget. Considerable time has been spent during this year on these matters. Unfortunately, as announced at the Spring Meeting, we have identified an additional revenue requirement during this year in order to achieve our objectives. This has

necessitated a supplemental billing of \$175.00 per existing senior member. This amount will be invoiced this Summer.

Another important change will see new operators and staff for our restaurant and bar effective July 1st, 1993. Included in Klaus Noack's report this month is more information about the new service that we can expect. The decision to make the change was difficult. George Benda has always been highly regarded as a chef, and many of the changes we pursued this year did have positive results.

There were some upsets as well, however, and what we really had to consider was the outlook for the rest of the year and beyond. Although change is often difficult, the Board is convinced from a review of these matters that a higher level of service and value is attainable from the restaurant and bar operations. It is important to note that the new lease arrangement stipulates the same lease rate and revenue projection as before,

so we will not see any financial impact because of the change.

I regret having to advise of the passing of Charles Millen. Charlie was Commodore of QCYC in 1967, and is certainly well known at Queen City and Royal Canadian Yacht Club through racing his 5.5 metre Grasshopper. His involvement in activities in the community and in sailing will be missed.

Finally, in considering our future, it is apparent to the Board that we must consider our plans, needs and financial requirements in a longer term perspective. In this regard, it is the goal of this Board to try to set out for the members by the end of this year a medium and long-term operating and capital plan; what it should entail, and what it will cost. Such a plan will cover our building and facility maintenance requirements, and our fleet requirements. On the revenue side, it is essential that our planning balances our needs and wants with our ability to pay for these plans. As I mentioned at the Spring Meeting, each member of the Board this year has contributed significantly to our operation. Together with the input of many members, too many to mention individually, we have made several relatively inexpensive improvements. I have had the pleasure recently of receiving many positive comments from visitors to the Club during this year on how good our Club looks, and about the quality of our services. I pass these compliments on to all of you. The Club is the sum of all your contributions.

Thanks, and good sailing!

*Wayne Smith*

#### REAR COMMODORE

If the weather we got for our Sailpast on May 22nd is any indication, 1993 is going to be a great summer of sailing at QCYC.

The first Wednesday night race series is now well underway with good winds so far. At least lots of it from lots of different directions.

The QCYC Shark fleet has arranged reciprocal midweek racing privileges with RCYC, so watch for RCYC Sharks racing Wednesday nights, and give them the same rights as our own Shark fleet.

Norrie MacDonald and I have raced Thursday evenings with RCYC, and were made to feel quite welcome.

We would like to welcome some new Wednesday night racers: Mark Allen in Watermark, John Dilallo in his new boat Good News, and Nick Ashfield in his Shark. We encourage all members to join the fun of midweek racing followed by beer, dinner and lies up in the dining room to resail the race.

The Weekend LORC races have also started, and congratulations are due to John Ball and his Alberg 30 Swamba for finishing second in his division in the Susan Hood long distance race.

Keep your eyes on the notice board under the stairs in the lobby for future events. Of particular note is a reciprocal cruise to the Niagara-on-the-Lake Sailing Club on the weekend of July 31. If you're interested, talk to Carl Kay.

THE FOLLOWING ARE THREE ARTICLES PREPARED BY CAROLE PEARCY AND SUBMITTED FOR THE NEWSLETTERS OF ALEXANDRA YACHT CLUB, HARBOUR CITY YACHT CLUB AND THE WOMEN 'SAILORS' ASSOCIATION

There you are, sailing along on a nice warm sunny day. Your guests are doing their best to see the bottom of the insides of the cans sweating in their hands while you, since you are piloting the boat, are waiting until you get back to shore before you pop your own long cool one. You see the Harbour Police going by - oh, they're coming alongside. Well, that's okay. You have your Harbour Licence and you know that you aren't drinking, and anyway, you're in your 'place of residence' as defined by the LCBO because

your boat has sleeping quarters, a galley and a head.

How many of you are thinking, 'Yeah, that's right.'? Have I got bad news for you!

- You can only drink in your 'place of residence' if it is not underway. It has to be tied to a dock, firmly anchored, or aground.
- No liquor can be displayed while underway, by anyone on board.
- All liquor found on board will be confiscated.
- Every person aboard will be fined (\$72).
- If the driver is found to be impaired, he will be charged the same as if he were driving a car.
- Convictions for impaired driving, car or boat, are cumulative. That means that if you have one conviction while driving a car, a conviction while driving your boat would be your second offense and carries a jail term.
- If the driver is found to be impaired, the boat will be impounded. Any of the above could put a real damper on a fun afternoon's sail.

The Harbour Police are stepping up their ALERT checks. Please don't serve drinks while the boat is underway. The boat you save may be your own!

- This coming summer, there will a serious crackdown by the RCMP with a special Customs task force on cross-border shopping not declared at Customs when you return. They are particularly looking for liquor and cigarettes. Agents, undercover and otherwise, will be lurking about in the harbours on both sides of the lake most commonly frequented by visiting boats. You are allowed to bring any amount of goods back from the U.S. as long as you declare it and pay the duty on it.

Any goods not declared but found will be seized.

To make it easier to report to Customs when returning from the U.S., yacht clubs and marinas were asked whether they would like to have a reporting station on site. As

information becomes available about which clubs in the Toronto area will have reporting stations, it will be posted on the notice board.

OUTDATED FLARES.

How do you get rid of them? You can't throw them in the garbage. Storing them at home is no better than keeping them on the boat. They can leak anywhere and are potentially dangerous in any location. The number of flares required to satisfy the minimum safety equipment varies by boat size. Some boaters use the lack of a safe place to dispose of flares as an excuse not to replace them at their expiry date. Besides, they are expensive to replace. Help may be on the way. The Metro Marine Police Unit is consulting with the Emergency Measures Unit to see whether it would be feasible to designate a day in the spring when boaters could bring the outdated flares to the club for pickup by the EMUnit for safe disposal. In conjunction with this idea, there is a possibility of arranging a good price for replacement flares by placing a joint order by all clubs involved. Watch the notice board for any further developments.

Ron Mazza

FLEET CAPTAIN

Included in this issue of the *Clipper* is a revised Summer tender schedule. By popular demand, the 1:15 pm boat has been rescheduled to run every day, and the 3:15 boat to run Wednesday, Thursday and Friday. You should also note that the 12:15 boat, Monday through Friday remains, however, it has been changed to be a regular freight run with the *Robbins*.

In order to minimize our labour costs this year, we are attempting to have the tender drivers do other tasks around the Club. Hence there are no scheduled boats between

1:15 and 4:15 on Monday and Tuesday.

I hope the changes make it easier for you to get to the Club more often.

Now all we need are those sunny days with warm breezes.

Let's go sailing!

Jim Thorndycraft

TREASURER

I am sure that most of you will have heard the essence of the presentations at the Spring General Meeting, but since attendance was only average, I will take this opportunity to recap the items which I presented.

The finance committee met in mid-May to discuss the prospects for the remainder of the year, and the likely end-of-year position. I brought forward these ideas and recommendations from the meeting to the Management Committee and to the Board. The following three items were presented at the Spring Meeting as a result:

1. The existing billing process, consisting of Spring and Fall components provides a reasonable split of the annual charges for Senior members, but in these difficult times, a more flexible approach is necessary in the options available for payment of these bills. The Board has approved a flexible payment plan to be implemented for this year's Fall billing which will give Senior members more flexibility in how they pay.

Basically, an option will be made available for the Fall bill to be paid in three instalments if desired. If this option is chosen, a service charge will be administered in order to cover financing and additional administrative costs, and a payment schedule specified by the Club must be adhered to. The flexible payment plan has been approved only for the 1993 Fall billing. The extension of such a plan to the spring of

1994 and beyond depends entirely on how well it works this fall, and how well those members who choose it adhere to its terms.

2. In order to make the financial statements more meaningful, and simpler to understand, the Board has approved a change in the Club's year end. Currently, the financial year runs from November 1st to October 31st. The change that has been approved will mean that the financial year will now run from October 1st to September 30th. Typically, the Fall billing has been shown as 'Deferred Revenue' for the coming year (although a portion of that money has already been spent). I did not feel that this was a fair representation of the real situation, and was certainly not easy for most members to comprehend. There appear to be only benefits to this change. They are:

More accurate representation of the Club's operation for the year, with only real (current) revenues and expenses being reported, and no deferred revenue to cloud the issue. The Club's financial position will be more obvious and easier to understand. Don't be surprised if this shocks you--I am trying to show you how the REAL world is for Queen City. (Times are tough all round: we are actually doing a lot better than many other yacht clubs, so don't lose faith!) The September 30th year end will mean that the Annual General Meeting can now be held in mid-November instead of December. The events of the season will be fresh in your minds, and attendance should be up since many of those who go South to beat the snow may not have yet departed. The change in the AGM date will result in a new Board in office a month earlier, with the obvious result that planning for the coming season can get off to a smarter start.

3. The tough reality is that the revenue shortfall forecast in the budget this year is a reality. The Board approved a budget which included several maintenance pro-

