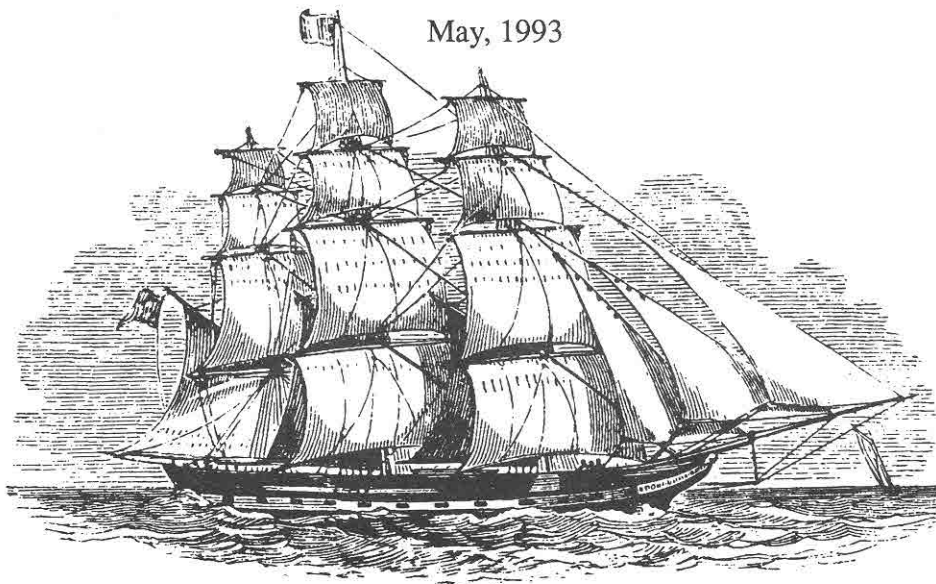


QUEEN CITY YACHT CLUB

CLIPPER

May, 1993



1993 SAILPAST

SATURDAY, MAY 22

BOARD OF DIRECTORS

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Wayne Smith
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B: 869-2067

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B: 348-9319
R: 607-0903

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TOM KING
R: 923-5377

New Club Phone Number:

203-0929

COMMODORE

Well, we made it. Remembering the thickness of the ice in the lagoon and ice-encrusted waterline to the clubhouse during the first week of April still gives me chills. The dusting of snow that we received after launch weekend seemed entirely consistent with the type of weather we have had lately. I know it sounds trite to say it, but the weather has got to get better.

I want to thank everyone for their consideration thus far and for their helpful suggestions. Because of the poor weather conditions most of our plans have been severely tested.

Most of us had to really hustle to get our boats ready for launch.

The Club's plumbing could only be put together a few days before the Easter weekend, so George Benda had to really rush to put our restaurant and bar service into business.

Repairs to the Queen kept her out of service until the week after launch.

The extremely poor condition that we found the clubhouse exterior in has caused us to focus our attentions there, to the exclusion of many other tasks usually carried out by our staff. Helen Coull's experience, however, has managed to keep the impact of the change in our priorities barely noticeable.

We met during mid-April with the Ontario Government and the Toronto Island Residents Association (TIRA) regarding the draft Ontario legislation, Bill 61, Toronto Island Residential Community Stewardship Act. The meeting was very positive with both the Government and TIRA expressing support for Queen City and recognizing our concerns. We are moving ahead with both groups to resolve our concerns, and at this stage we are optimistic that an acceptable conclusion will be reached.

There are quite a number of issues presently at play concerning yachting and our Club, and I am sure that many of you will be interested and may want to pursue the matters personally. First, the City of

Toronto's Planning and Development Department has endorsed, in principle, the construction of a fixed link to the Toronto Island Airport (either a lift or swing bridge is contemplated). The stated purpose of the link is to improve access for emergency response vehicles. The link, which would replace the ferry service, would also allow increased use of the Island Airport. Some have expressed concern over the fixed link. They fear that increased airport use and the introduction of the STOL jet service will hurt the area. Those that support the link point to improved safety and economic development.

Secondly, the Canadian Coast Guard has modified its use of short range marine navigational aids in a way that will obviously adversely affect pleasure boating. Basically, the change reduces the availability of navigational aids through the elimination of many sound warnings (bells and fog horns). Fog horns will be removed at Toronto East, Main Duck, False Duck, Port Weller and Port Dalhousie. Also, we understand that the bell

on the Dufferin buoy will be removed. Many of the area clubs, including Queen City, intend to protest against these changes.

Canadian Border Boat Landing Permits from the U.S. Immigration and Naturalization Service have been made available at the office. These forms when properly completed and approved will avoid the need to personally visit a U.S. Immigration office when travelling to the U.S. in a pleasure craft of 5 tons in weight or less. The presentation I attended on the use of the forms left me a little confused, so if you have any questions please call the U.S. Immigration and Naturalization Service at Pearson Airport: 676-(2563), (2602) or (2656). U.S. authorities are planning visits to the yacht clubs to explain what they are doing.

Finally, there are a number of boating activities planned for this year. June 6th through 12th will be National Safe Boating Week. A 'Discover Sailing Week' is being organized between July 7th and 11th to promote sailing. OSA has sug-

gested that clubs consider opening up their doors to as many visitors as possible during this period. On July 30th, our Navy's newest frigate, the HMCS Toronto, will be commissioned at Harbourfront. Part of the event will be a sailpast of yachts on July 27th. On August 7th there will be a re-enactment of Simcoe's landing at Toronto, 200 years ago. A U.S. Tall Ship will be involved, and 150 boats will be permitted to register and accompany the Tall Ship into Toronto harbour. Information packages are expected to be sent by OSA to our Club for those who may be interested.

Wayne Smith

VICE COMMODORE

When I wrote my last report it was snowing, and everybody was concerned as to whether their boats would be ready for launch, yet most people made it!

The concern now is how much higher is the water level going to get? By the time you get this *Clipper* we will know whether the lower level of the clubhouse survived. For those of you that were not aware, the Rapids Queen started to float, but thanks to the Island Fire Department it was pumped full of water, and is on the bottom again.

The membership did a tremendous job getting their boats ready for launch, given that nine days prior the lagoon was still frozen over and the yard water was not yet on. It just shows you what can be done; maybe we can change Launch to always be nine days after the ice leaves the lagoon - what do you think? I'm sure you will agree Dave Kent did a great job getting us launched in superfast time with no accidents or major incidents.

In addition to the late start, we have had to hire two new maintenance staff (Raul

and Jimmy), and are scrambling to catch up. A number of projects have already been completed: painting the ceiling tiles in the clubhouse (thanks to Willie Shubat for leading the effort); the water on the floating docks has been installed (thanks to Norrie MacDonald and his team of helpers); the hydro is in the process of being installed, thanks to Jim McKinley for leading the installation crew. Painting the clubhouse is a priority for our maintenance staff, and they will continue on this until completion.

We have a lot of projects to complete, and a number of able members have been asked to lead certain efforts. Please pitch in and help if asked to join a team for a particular job.

Those of you who have already eaten in the restaurant will know that George Benda is back with a vengeance: good food, bar service at your table, and cash at the bar. Please remember gratuities are not included this year, so please adopt the same practice you would in the cityside restaurants. Also, members are reminded

that they are not allowed to bring in their own food and alcohol in the Great Hall or restaurant. Please use the Snug Room when consuming your own food or alcohol.

Hopefully, we WILL get some nice weather soon and all have a great season.

Mark Saunders.

REAR COMMODORE

SAILPAST - SATURDAY, MAY 22

Sailpast marks the official opening of the QCYC sailing season, and honors our Commodore, Wayne Smith, who will review the fleet. It is always a colorful and fun event, a great way to officially start the season. All members, their families and guests are urged to participate in the day's events, both afloat and ashore.

The Programme.

1230 - Skippers' Briefing.

1330 - Assembly of the Fleet.

1400 - Review of the Fleet by Commodore Smith.

1700 - Commodore's Punchbowl and Reception.

1830 - Dinner.

2100 - Dancing.

Skippers' Briefing. Time - 1230, Place - Outside main door of the clubhouse. Detailed Sailing Instructions for Sailpast will be distributed and explained. But don't worry, it's not a difficult pro-

cedure - just follow the leader - and there's no test.

Sailpast

Yachts are requested to assemble in the vicinity of the *Harold Robbins*, then, led by our Past Commodore Jim Finch aboard his yacht *Cheetah*, and following in decreasing overall length, sail past the Commodore's yacht *Moxie*, maintaining a distance of three boat lengths from the yacht ahead and astern.

The Salute should be made in the following manner:

- 1) Yachts wearing an ensign dip or furl the ensign.
- 2) Others luff the jib. Note: Do not use a hand salute. The Salute should commence one boat length before *Moxie* and continue one boat length beyond. Where possible, the skipper and entire crew should stand and face the Commodore. The Commodore will return the yacht's salute with a hand salute.

After sailing past, yachts are requested to proceed in a NW direction to clear the Sailpast area.

Note: For the first time in many years we will not be sharing the Bay with RCYC's Sailpast. They are holding their's the week prior.

Dressing Ship

Yachts are requested to dress ship when they return to their moorings. Rig of the Day. Blazer and white trousers (both for the actual Sailpast and the evening events. Fancy Hats optional, Norrie.

Dinner and Dance

Dinner will be served in the Great Hall at 1830 followed by dancing to the Virgil Scott Band. Tickets are \$30.00 each and can be booked through Helen in the office. Only prepaid reservations will be accepted, either by cash or credit card. For simplicity, members are encouraged to reserve full tables for themselves and their friends.

