

THE QUEEN CITY YACHT CLUB

CLIPPER



July 8 - QCYC Regatta

— JUNE - 1995 —

Commodore

The long-awaited season is under way at last. The seemingly endless preparation that goes on throughout the winter months is all worth while when our boats appear again under sail, Wednesday night competition swings into gear, and the unofficial dress code changes from blue coveralls to shorts and T-shirts. The only thing that still awaits us is the clatter of my Atomic 4!

Sailpast this year was an outstanding day, which I will always remember. We obviously have more clout than Environment Canada, and once again were blessed with perfect weather. The fleet looked terrific, and I think everyone had as much fun as our party did on board *Shadow*. We were especially moved by the fact that we were not only towed out, but also towed back in!

Significant effort was put into the planning of this year's event, and in trying to stay more closely to the published timing, all the activities went off without a hitch, running exactly on time all day. The credit for the success of this goes to many people, but of special note are **Graham Dougall, Bruce Beyer, Moira Coull and Klaus Noack**. I would also like to thank our caterer **Steven Murphy** and his staff for their efforts in providing excellent service in a timely fashion to such a large gathering.

SPRING GENERAL MEETING

In my remarks at the Spring General Meeting I made note of the fact that coming through some difficult economic times, the feeling around the Club was one of renewed enthusiasm. The improved membership numbers have brought many new faces to the Club. This in turn can only mean new ideas, new views and skills, all of which will enhance our community.

I also emphasized the point that with today's economy putting even more pressure on all of us to work harder, the efforts of the Board should be appreciated more since their time is supplied on a voluntary basis. The response from those in attendance at the meeting clearly indicated that the membership is appreciative of the efforts put in by all concerned to assist in running our Club.

Members of the Board presented reports which covered work already accomplished, and activities scheduled for the balance of the year. Several suggestions were tabled by members which will be taken into consideration, together with some serious concerns voiced over the re-spacing of the Ward's Island (Green) moorings. The seawall project provided us with a unique opportunity to improve the uniformity of these moorings, and while no immediate answers could be given at the meeting, the Board undertook to discuss members' concerns and work towards an arrangement acceptable to all parties.

In true Queen City tradition, the Sailpast party was followed by our **Olympic Fundraiser for Carrie Noack and Debbie Fogh**. The Marine Sale served to move lots of good stuff from locker to locker, the Bake Sale provided breakfast, the CPR course showed us how to save lives, and the dance showed us how to enjoy life. I am still open to significant offers for Me and My... the deadline has not yet been passed!

The end result was a significant financial contribution to the girls' Olympic campaign. We wish them every success in their efforts throughout the coming year, and look forward to their reports of success. Many contributed to the success of the day, however, I think it is appropriate to mention the efforts of

Sari Bercovitch, Nancy Kent, Peter Broecker and Wayne Lilly, who spearheaded the attack. Thanks are also due to many others, too numerous to name, for their contribution to a worthwhile cause.

As the last edition of the Clipper went to press, we learned of the passing of another long-time Queen City member, **Gord Cross**. I would like to offer our deepest sympathy to Gord's family and friends, and would draw your attention to the obituary published later in this edition, which was thoughtfully researched and prepared by **Allan Rae**.

DAVID HALL,
COMMODORE.

Rear Commodore

The sailing season is now well under way. To ensure that you don't miss any of the activities, please check either the schedule in the roster, the Clipper or on the notice board. If members have any questions or suggestions on the sailing or racing activities, please get in touch with me.

I know that it's terrible to start thinking about the end of the season now, but I would like you to start thinking about nominations for the Club's various awards. These include: Most improved sailor, Most valuable keelboat crew, Most valuable female crew, Outstanding achievement in open competition, Community service through yachting, Outstanding service to the Club, Best cruising log, Most individual ports entered outside a 25 nautical mile radius of the Club

So while you're out there sailing, keep a watchful eye for potential nominees.

GRAHAM DOUGALL
REAR COMMODORE

Treasurer

As reported at the Spring General Meeting, the Club's finances are still in good shape. The seawall and bar renovation projects have come in on or under budget thanks to the efforts of the project leaders (**Wayne Smith** and **David Kent**). Barring any surprises this summer, we should finish the year with a modest surplus.

The question of whether that surplus will be used to start a capital fund for future major expenses (such as a new tender) was posed at the meeting. I answered that there are currently no plans to do so, that to use the money to carry us further into the next year without having to use the bank's line of credit seems to make more fiscal sense.

I also raised the problem that as of April 15th just past, almost 80 of our Senior Members had paid none of their spring bill. On the first morning of Launch, there were still 40 Senior Members who had paid nothing. And there are many Associate and Dinghy Members who also don't pay on time. It seems clear to me that Queen City needs stronger methods of encouraging members to pay the club on time, just as they would other bills. To that end, one suggestion that is being given serious consideration is to increase fees by, say, 10%, but then give a discount of 10% to those who pay by the invoice due date (in full or through the deferred payment plan). This issue will be discussed at the June Board meeting.

MARY PARTRIDGE,
TREASURER.

EASTER SEALS REGATTA

Wednesday, July 5

Pre-race Party for participants at Boulevard Club

Sunday, July 9

Sailpast

Post-race party at RCYC

For further details call Klaus Noack, QCYC co-ordinator
Residence: 621-1771 Business: 231-7701



Photo: courtesy of Chad Hall

Get those paddles ready!
It's Rubber Ducky time
Saturday, July 29th, 1:00 P.M.

Moorings

THE MOORINGS... I always associated the word with a pleasant warm winter vacation somewhere south, but the northern version is somewhat more tense and down to earth. For the benefit of the numerous new members and for the older ones who have been in the same moorings for numerous years, the following outline is intended to describe the process whereby moorings are assigned. We have approximately 134 spaces, and over 27 of these were re-assigned over the past winter, which is a 20% change in our allocations and assignments. Suffice to say, if you wish to alter your mooring location please let the Mooring Committee know your intentions. Assignments are made on the basis of a written request, and priority is based on the following criteria:

1. The date the request was received relative to the date the mooring is assigned. That is to say, if a mooring is assigned it probably is no longer available.
2. Seniority of the Senior Member as published in the numerical listing in the Club Roster. All classes of Senior membership are equally valid. There is no distinction between a current 'Senior', and a current 'Senior Associate' in terms of seniority, although a Senior Associate must upgrade the membership to full Senior status before a Mooring can be assigned.
3. The Senior Member must be in good standing with the Treasurer before a member can be assigned a Mooring.
4. Lastly, the Mooring needs to be assigned on the appropriateness of the boat to the mooring, as many locations have particular restrictions regarding beam width or keel depth.

Out of these criteria The Mooring Committee will make assignments that are in the best interests of the Club at that moment in time. I encourage all members who desire a mooring change

to make that desire known in writing to the Mooring Chairman. All requests are retained and are responded to as moorings become available. Now for something different...

THE MOORINGS REGISTER... This summer I intend to initiate a new policy commencing on July 1st. When a mooring becomes available, it will be posted on the mooring board in the club lobby at the beginning of each month. No assignment will be made for three weeks (21 days) to allow any member time to consider whether or not a move to that location is desired. At the end of this 21 day period the mooring may be assigned according to conditions 1, 2, 3 and 4 listed above. The Moorings Chairman shall retain this register for future reference. After Haulout and before Launch, these notices will be published in the Clipper, and the date of mailing will start the 21 day period.

OTHER MOORINGS ITEMS: In a lighter vein, I would like to thank those members who have participated so generously in the work parties over the past two months. We have undertaken a major upgrade of the American Side seawall, and at this time this project is about 75% complete. The new boardwalk has been completed along with a totally renovated electrical and water system for the green moorings. These moorings were also altered to provide a consistent beam width as moorings on this side varied from 11 feet through to approximately 20 feet. In comparison, the floating docks average 11'-6", and the Club side averages 11'-4". Of increasing concern is the long-term trend of members to upgrade their vessels in terms of length and beam size. Many of the newer boats exceed the available beam size of the moorings, and this is beginning to cause difficulties in accommodating members

in their desired location. It is particularly difficult this year due to the fact that the moorings are essentially full. We have added five moorings to our stock this year (Green 29 through 33), although the draft in these new moorings is quite limited. This additional space resulted from the additional seawall space that was created by the recent improvements. Our thanks are extended to Wayne Smith for the long hours he has spent in meeting with the various levels of government and the Island Trust. In addition, both Wayne and Nancy spent numerous hours arranging for materials and volunteers to build the seawall and the electrical and water systems.

FINGER DOCKS: The Club has obtained approximately thirty-five steel finger docks from R.C.Y.C. over the winter months. It is intended to offer these docks for the moorings on the Green docks, and at several other locations on the Club side where they are required. As this will alter the way a boat is moored, there will be a test installation of a finger dock on Daydream's mooring at Green 5, and there will be a meeting of all interested Club members to assess these new docks. As they are composed of two pieces (a 2 feet square wall bracket and a 2' by 6' pier extension), there are several optional ways of installing these items. It is hoped that a general consensus will be found in installing these items. This meeting will be held in late June, and a notice will be posted on the moorings board.

GREEN DOCK 'DOCK BOXES':

Of concern to the Board is the issue of dock boxes and other items on the land portion adjacent to the Yellow floating docks. The use of this space is both a concern to the Club and the Island Trust, as maintenance (grass cutting,

