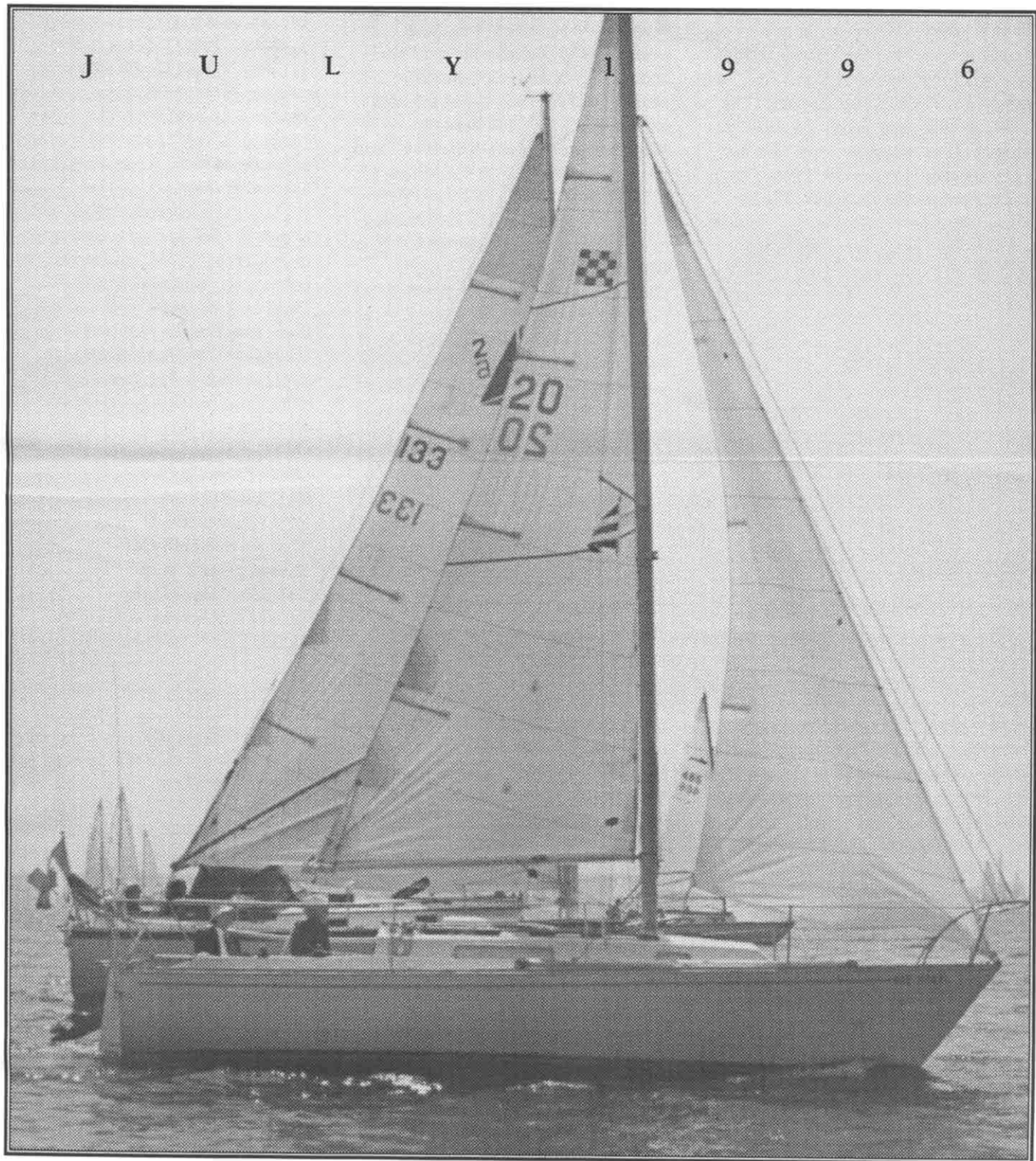


CLIPPER

J U L Y 1 9 9 6



VICE COMMODORE

My congratulations to all of the members who have organized work parties to paint and fix the locker blocks. They are looking terrific.

Since my last article **Steve Hills** has taken over as Grounds Chairman. The one item that I still had to do was look after the toxic waste pick-up. This has been arranged for July 26, 1996. Watch the bulletin board for details. We are also looking for 5 gallon empty containers to empty a big blue drum full of diesel that we inherited. Please drop the containers off at the garbage area and notify Harry.

QCYC has been very well represented this year at: The Spring Thaw Luncheon, the fund-raiser for the Olympic sailors held at RCYC, and on the weekend of June 25th at the Yachtsman's Annual Service (Blessing of the Fleet).

The club is certainly coming alive as a flurry of activity is taking place around the Junior Club. Rumour has it that **Bobby Peat** has taken three days off work to crack the whip and get boats ready for the season.

Overall things seem to be running smoothly in all areas of the club. The house is looking great and I for one have enjoyed the buffets that Stephen has been providing on race nights. Harry and his staff are also doing a great job. Fleet is looking really great. Thanks to all of you.

If you have any concerns regarding the running of the club please do not hesitate to call me at 416-353-1317. Have a wonderful July. Regards,

MOIRA COULL
VICE COMMODORE

REAR COMMODORE

Iwould like to take this opportunity to again thank all those who made the 1996 Sailpast a success. In particular; **David, George, Moira, Tom** and the rest of the Board, **Stephen Murphy** and his staff, **Harry Howard** and the Club staff, and **Fred Mayerhofer** and **Klaus Noack** who took the Club's guests out for the Review of the Fleet.

As the attendees will have noticed, the Metropolitan Toronto Police Marine Unit and Staff Inspector George Cushing honoured Queen City with the presence of their antique wooden launch. As well, some of you may have had a chance to meet our other guests, John Summers and Richard King and his wife. Richard is the Harbour Master for the Toronto Harbour Commission. While John is curator of the Marine Museum and is leading the Ned Hanlan Restoration Project.

John mentioned that with additional support the Ned Hanlan might be ready for next year's Sailpast. I know that many members have actually traveled on the Ned Hanlan in its role as ferry to the Island and will be glad to see her in operation again. I'm sure that the Restoration Project would be glad to receive any additional donations.

Racing at Queen City is off to a good start with the first Wednesday Night Series just over. As well, Queen City played host to the very successful LOC Star Fleet's Elimination's on June 1st & 2nd. Congratulations are in order to the Queen City Star Fleet.

I would to thank **Kay Walker, John Moorehouse, Dianne Lohnes, Tom King, Judith Poulin, Sandy Hodgson, Mike Smith** and **Bob Kotyk** for their work on the Race Committee.

Races for Laser, Laser II, Bytes and other dinghy classes are scheduled to start on Friday, July 5, 1996 and will continue on Fridays in July and August. These races are open to any one who

has or can beg, borrow or steal a dinghy. Racing will start at 1830 with three short races so the participants will be back to the club house in time.

That famous Queen City yacht race, the **Women Skippers** is set for Saturday, August 20 th. I know that everyone is looking forward to it and will support **Marlyn Macdonald** and her committee.

Although it seems that the sailing season has just started, it's never too early to start thinking about nominations for the various club awards.

These include the:

Parkinson Trophy - Outstanding achievement in open competition.
Sportsmanship Trophy - Member exhibiting the most sportsmanlike conduct.

QCYC 16-foot Skiff Cup - Most valuable keelboat crew.

Mrs. Jimmy Drury Trophy - Most valuable female crew.

NYC 16-foot Skiff Cup - Most improved sailor.

Jack Albertson Trophy - Outstanding service to the Club.

Melvin Armstrong Challenge Cup - Community service through yachting.

Valhalla Trophy - Best cruising log.

Georgina World Cup - Awarded annually to the yacht which has entered the greatest number of individual ports outside a 25 nautical mile radius from the Club.

If you have any questions, comments etc., just give me a call.

GRAHAM DOUGALL
REAR COMMODORE

FLEET

A gentle note: if you get off the tender on the American side please shut the gate so that the Metro Ferries don't get their collective knickers in a knot.

Thanks,

JOHN MOOREHOUSE
FLEET CAPTAIN

JUNIOR CLUB

At the time of writing Junior Club is only 2 weeks away and there are still spots available in both July and August so please get your applications in so the instructors know what to prepare for. The instructors will be working on the boats one week early so everything will be ready to go July 2.

I'm still looking for ideas on a new format for Rubber Ducky Dinghy Race. Some suggestions include a type of Team Iron Man Race (QCYC Bronze Race?), volleyball games, and even a cruise to the Outer Harbour, so if anyone has any other ideas please let me know.

I would like to thank all those Senior members who helped to take the Junior boats down the lagoon to the Junior Club. (I even had Jade & Courtney towing the boats using Harry's runabout.) I hope everyone has a sunny and wind-filled summer. Yours,

BOB PEAT
JUNIOR CLUB

470 OLYMPIC UPDATE

The day of the main event finally came. Our Olympic trials were held in Vancouver (in May) over a ten day period. We spent three days on shore waiting for wind, and when it filled in the winds were light, and very shifty for the duration of the event. We placed 4th Women overall which was not quite good enough to go to the Olympics. Penny Davis and Leigh Pearson from Vancouver won the event and will represent Canada at the 1996 Olympic Games. Penny, who also competed in the 1992 games, is ranked in the top 10 in the world and stands a good chance for a medal. We would like to thank all of you at QCYC once again for sponsoring us and for cheering us on. A special thanks to all who attended our fundraiser headed by Sari, and our other sponsors: American Airlines, The Hazelton Group, Mount Gay Rum and the Women Sailors Association. See you on the water this summer.

CARRIE AND DEBBIE

And our thanks to you Carrie and Debbie for the dedication and superb effort you put forth on behalf of yourselves and Queen City Yacht Club. We are very proud of your efforts and for representing our club.



Whitbread Round The World Race

When the first Whitbread Round The World Race sailed in 1973, it quickly shattered all standards for ocean racing. Its speed and severity were a whole new thing, and the world was immediately hooked. Since then, the Whitbread has taken place every four years, each time setting new benchmarks for the thrill of competition and the agony of endurance.

The origins of round the world racing might be traced back to the first daring soul to sail around the world just for the fun of it, Capt. Joshua Slocum who in the 1890s took off in his fishing boat *Spray*. It took him a mere three years to complete the trip. In 1909 Slocum set off once more—and was

never seen again. But round the world sailing had arrived.

In 1968 The Times offered £5000 for the fastest non-stop trip around the world. Nine boats entered with only one boat crossing the finish line, testament to the difficulty of the challenge. In 1973 the Royal Navy announced another round the world race with the Whitbread brewing company as sponsor.

The first Whitbread fleet consisted of 17 boats of all sizes and from several countries. Four legs were staged, from Southampton to Cape Town to Sydney to Rio de Janeiro and back to Southampton. Many of the boats were not racing boats at all, but pleasure

yachts equipped with fully stocked bars, gourmet chefs, low-tech navigational equipment and inexperienced crews. The Whitbread was clearly a new breed of race, previously unknown in the world of competitive sailing.

Thanks to enormous public popularity, the Whitbread was established as a regular event taking place every four years. For the second race 1977-78 the ports were Capetown, Auckland and Rio. 15 professional teams from six countries entered with better trained crews and better geared yachts.

More on this fascinating race series in your next Clipper.

Excerpts from SEFARI, newsletter of EF-Institute for Cultural Exchange, Ltd.

