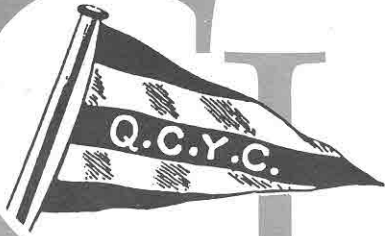


CLIPPER



QUEEN CITY YACHT CLUB - AUGUST 1997



Barry Hardy and crew present the
25th Annual Queen City Yacht Club Pig Roast
Saturday, August 30

Simply beautiful.

Commodore

The good news is that the weather this summer has been great. The bad news is that it is already August and we only have two months of sailing left.

We have had a number of very successful events at the club including the Regatta, the Women's Skipper Race (special thanks to Marlyn MacDonald and her team), Newfoundland Night (everyone claims that they ate too much), The Easter Seals Regatta and this weekend a lot of members went cruising to exotic places including Wilson, New York and Fifty Point Marina.

As you will no doubt have seen, the club continues to look great with Harry and his staff always hard at work. The barrels are in full bloom thanks to Bill and Dianne Eckersley and the hanging baskets on the balcony are surviving this year. Beryl West has planted the herbs again this year and the kitchen is using them in some of their fabulous recipes. If you haven't noticed we have had some beautiful fresh flower arrangements in the dining room and the front lobby. These have also been created by Beryl for business events at the club and we have been able to enjoy them after the event has finished.

Speaking of the restaurant, the menu has just changed; for those of us that use this facility a lot this is good news. The restaurant is doing very well. My congratulations to R&R Catering. I have also had a few business meetings at the Club. They have done such a wonderful job that my guests were raving about the food. Next time you are having a business meeting try holding it at the Club. They will do a lunch. Just avoid Wednesdays and weekends.

On June 22, Queen City was well represented at the Blessing of the Fleet at St.-Andrew-by-the-Lake. It was a wonderful morning and the Commodore of RCYC, David Wright and myself both did a reading. Thanks to Reverend James Wm. Townley-Smith for inviting us all to the church afterwards for lunch. Let's try to

get a few more next year.

Due to some concerns voiced by the Senior members as to the use of the Great Hall by small children - I would like to remind parents that all children must be supervised at all times. There is definitely no running around allowed. The restaurant as well in not a playground. It is dangerous if children are unsupervised as someone may trip over them carrying hot coffee etc.

Everyone is having a great summer and I'm going to call this report to a halt as I'm going to Gala Day to hear Dixieland in the park. If you need to chat about anything please do not hesitate to approach me or call me at 353-1317 and I'll be happy to respond.

MOIRA COULL

Rear Commodore

Two of the season's more popular events have just occurred: the Women's Skippers Race and the Easter Seals Regatta

37 yachts entered the **Women's Skippers Race**, a new record. A more detailed report appears elsewhere in this issue of the Clipper. Many thanks and congratulations to Marlyn MacDonald and her committee.

Again this year, there was a good representation of QCYC members and their yachts in the Easter Seals Regatta with sponsors as follows:

Children's Fleet

Peter & Moya Ashby, *Golden Eye*
Laurence Concoannon, *Miss Take*
Jim & Pat Finch,
Mme. Pompadoo Too

American Airlines
Fred & Inger Mayerhofer
Running Free

Alan Shapiro & Danielle Beausoleil
Beausoleil

Racing Fleet

David & Chad Hall, *Shadow III*
Bell

Hewlett Packard
Pete & Elaine Stevenson, *Curdea*
Allied Signal Canada
Allied Signal Chemicals
Klaus & Lynn Noack
Abacadabra
Boat for Sale Publications
Hard Rock Café
QCYC
Mark & Linda Saunders
Wavebreaker
Nesbitt Burns
Tom Tomlin & Willie Shubat
Initram
BCI Bank
Ridley Windows

Congratulations *Abacadabra* and *Initram* on their respective second and third place finishes in the racing.

I would heartily encourage members to patronize the companies and organizations who supported both the Women's Skippers Race and the Easter Seals Regatta.

The Call for Nominations for 1997 Awards appears in this Clipper and I hope we will be flooded with nominations this year. In addition to the awards for racing, several awards are presented for outstanding achievement including: **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 of QCYC.

Tag your dinghies. Inspect your butterboards.

QCYC Regatta 1904 Special Class - Best Photograph

QCYC Regatta 1905 Special Class - Best Photograph Showing QCYC Spirit

NOTE: Nominations for Senior Club awards must be submitted to the office Attn.: Trophy Committee by September 15th. A nomination for the cruising trophies must be accompanied by the yacht's logbook. Either prints or slides must be submitted for the photography awards. All trophies must be returned to the office by September 8th in order to engrave the current years' winners

GRAHAM DOUGALL

Fleet

Dear fellow members,

I am happy to report that your Fleet is running on a very full schedule and with only one mechanical interruption within recent memory. Thanks to Mark Millen and Jordan Howard the problem on board the *Algonquin Queen* was remedied within a day (despite having to fly parts in from Nova Scotia).

After serving the club for one full season (July '96-July'97) Captain Mark Nossiter has retired as Senior Captain and taken a job in the aircraft electronics field, a trade which he learned through the Navy. Our new Senior Captain is Captain Jack Guilbault who started with us just this year but has a lot of prior experience on Sail Training vessels. You may recall, Jack is also a qualified shipwright who can solve most problems relating to wood or wooden vessels. Congratulations Captain Jack. We are very proud to announce the appointment of Captain Christen Coull as Captain on the *Algonquin Queen* and *Harold Robbins*. She is now working into the schedule on a full time basis.

Over the past couple of months I have had very helpful conversations with experienced (and occasionally well

dressed) members on a number of operational concerns. Most people have talked to me about the fare collection on board the Queen and their feeling that we keep a sharp eye out for non-paying, non-guests, non-members. We are doing this and I am happy to report that revenue from the cash fares is up in general. Sailing in fog (or not sailing in fog) has been a topic of discussion by some of our most seasoned and adventurous members. I am happy to say that fog is not prevalent in the harbour but of course came in with a vengeance on a race night a short while ago. I was operating a charter boat myself that night and even with radar, an additional watch officer and trained crew, personally speaking, I found the situation to be quite dangerous. I am sorry for any severe inconvenience our members may have experienced but total safe vessel operation is my only guideline.

I wish to thank the Vice-Commodore, Norrie MacDonald in general, Harry Howard for all his experienced input and work with Fleet, Fred Mayerhofer for helping with a project and all the members who share their thoughts about Fleet with me directly...it all helps. By the way, we are now helping with the Junior Club motorboats, in terms of keeping them running.

Please show your Tender Pass each time you board the Queen.
Sail on,

RATCH WALLACE

Yard

Now that we are well into our sailing season we can turn our thoughts to a few items that need to be addressed.

One is dinghies and who owns them. It is our intention to try and identify who actually owns all those dinghies in the rack and which ones were merely abandoned. This includes those that appear to be "lost" in the yard. We are working on an identification system but

in the mean time if members would please tag their dinghies (don't assume that "everyone knows it's mine") it would be helpful in speeding up the process. Unclaimed dinghies will be sold or scrapped for parts for the Junior Club.

The second issue is the regular inspection of cradles. This year we will look very closely at the butter boards as well. Owners of boards that are a poor fit on the ways, rotting or a safety hazard will be asked to replace them. Also, **all boards must have expanded metal pieces attached to the top**, to prevent the cradles from sliding off the boards or as was the case in several instances this spring, workers having to nail the cradle to the boards. There are pieces of expanded metal in the winch house you can use.

Another issue is **SAFETY**. I know you've all heard this before but it is important that during launch and haulout we guard against injuries by staying clear of the track and following the directions of the flagman. Members can also assist on their own by ensuring they have gloves, proper safety footwear and no loose fitting clothing. **Please do not bring young children in the yard during launch or haulout**. This is an extremely dangerous practice and could lead to dire consequences. If you have to care for your child on days when there is work in the yard, please arrange something in the Snug Bar.

Lastly, the yard is **NOT** a dumping area for items you no longer want. Make the effort to take all your old unwanted equipment, batteries, waste oil, wheel-less rusty trailer frames, etc to the appropriate disposal area. If you're not sure what to do with something, ask. You may think you're storing for future use but others may think your item is scrap. So if you lose some unlabeled, valued item, too bad.

Thanks for your cooperation

GARRY BAKER

