



CLIPPER

Queen City Yacht Club

August 2004

QCYC Women Make History!



see Page 4 for article

photo by Pat Whiting



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Advertising

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Classified Ads Ads of 20 words or less are free for QCYC members. Ads should be submitted as digital files: Mac quark, eps, pdf, tiff, jpg (for tiff/jpg ensure 500 dpi if type, 200 dpi pictures). For information on placing ads for *The Clipper*, please contact Glen Newbury at any of the numbers listed.

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Queen City Sailors Raise \$8000 for Women Sailors

BY WENDY HARDY

Congratulations to all the corporations, individuals and participants of the Women Skippers Race who helped to raise just under \$7700 for the women members of the National Sailing Team. These funds will certainly have an impact on the women and help to support them in their sailing endeavors. It seems very appropriate and worthwhile that as a sailing club we are helping to encourage and support other sailors in their competitive pursuits.

Saturday, July 17th was a warm and sunny day with light winds, which made for a bit less of a forgiving race. One really had to pay attention to the ripples on the water and sail trim. It was a great learning experience for skippers and crew alike. We had 4 boats compete this year with all women crew including one boat from The National Yacht Club.

Veloce with Sari Bercovitch was 1st in the PHRF 1 Fleet as well as 1st overall. Thanks to Pete for getting the boat back in time for Sari to race! For complete race results please see the website. <http://www.qcyc.ca/sailing/WSR/index.html>



photo by Mary Farnidge/Steve Hill

STAR Fleet

1st Special K Gerry Karahanas

PHRF 1 Fleet

1st Veloce Sari Bercovitch

2nd Initram Anna Tomlin

3rd Guys & Dolls Kim Saunders

PHRF 2 Fleet

1st Mazzarati Pam Mazza

2nd Assignment Partridge

3rd The Wind Dawn Brennan

Our own competitors in the "Nautical Olympics" had a challenging and fun time as well. Gold and Silver medals were awarded as follows:

Foul Weather Gear Relay

Gold Jamie Ingall

Silver Genevieve Hunter

Throw a Looped Line Around a Pylon (Moya's idea after traveling the ICW)

Gold Moya Ashby

Silver Peter Ashby

Spinnaker Stuffing

Gold Eriks Rugelis & Rob Bicevskis

Silver Kim Saunders

Ring Buoy Toss

Gold Rick Hardy (for breaking the ring)

Silver Ian Hunter

Fill an Inflatable Seat with Foot Pump

Gold Steve Hills

Silver Lynn Kaak

Emptying a Bucket with a Hand Pump Bailer

Gold Steve Hills

Silver Kim Saunders

Raise the Bucket of Water on the Flagstaff

Gold Rob Bicevskis

Silver Richard Mair

Tug of War

Gold Women

Silver Men

Special Gold Sue Heathcote for opening the Games and being the first participant

I would like to thank the committee members for their ideas, support and hard work that goes into making this event come together.

Joan Allison, Moya Ashby, Sari Bercovitch, Dawn Brennan, Sandi Chung, Fran Ford, Tracy Jones, Margaret Mair, Pam Mazza, Kim Peters, Kim Saunders

It is with the generous sponsorship of INEA Corporation that we are able to provide complimentary shirts to all our women skippers. Please visit the QCYC website, Women Skippers Race page, for all the details of our volunteers and our sponsors.

<http://www.qcyc.ca/sailing/WSR/index.html>

A great day like this happens because many people offer their skills, time and energy. Thank you to everyone who helped.

Most sincerely
Wendy Hardy
Women Skippers
Race Chairperson



Women from the QCYC

It's official and has been confirmed by the race committee.

QCYC made history with the first ever 'all woman crew and skipper' entry in the 2004 Lake Ontario 300 race.

One More Time, a C&C 27 Mark 111 crewed by Dianne Taylor, Carolyn Murray, MA Walker and I... managed a respectable fourth finish in a field of eight boats in the white sail division.

This year the organizers shortened the 2004 white sail course to 300 km (versus the 300 mile spinnaker course) in order to encourage more participants. This change offered a great challenge to first timers.

The course started in Oakville and continued on to Port Credit, Gibraltar Point, Whitby, across the lake to the elusive Niagara mark, Burlington then back to the damn Niagara mark with the finish in Oakville.

Do you get the picture?

Dianne and I have had our boats for several years now and "never really been to any of these ports...and we visited them ALL within 24 hours!!"

DAY ONE was a quick one. The wind was blowing and the boat was honkin' with a reefed main and borrowed number 2 headsail. The 'boys' were right. The adrenaline is out of control and there is no way one can rest while off shift. We started at 11:15 am Thursday morning and rounded Niagara at 10:30 p.m. in the pouring rain

LESSONS LEARNED: An adrenaline charged body knows no fatigue. Prep all your personal gear before the nightfall. In the dark, the Niagara current provides a 360-degree turn with little effort. Wayne Lilley's special number 2 sail is perfect for gusts up to 48 km. Note: buy Wayne a bottle of rum.

DAY TWO dawned beautifully and because we saw no other boats we assumed they all passed us during the night. Sometimes one can be too humble because we were dead wrong! While we bobbed for 2_ hours in the lake's largest



flat spot while boat after boat approached from behind. Each boat grew larger and larger carefully avoiding our spot and then grew ever smaller as they disappeared off in the horizon towards Niagara. We had already changed the headsail and brought out the Deep Woods Off and flyswatters. Now we WERE last.

LESSONS LEARNED you can't take action against Mother Nature.... patience and perseverance will pay off. You can enjoy three wonderful meals when the boat is becalmed and flat. Note: Never forget the fly goo and swatters.

DAY THREE provided good wind for our finish until we're within 500 meters of the line and the wind died. We have a mere hint of a current. Carolyn's dead tired and purring (as she sleeps) on the leeward deck. No one on board is moving and neither is the boat. Two



boats finishing behind us keep getting closer! Finally, they are becalmed too just 20 boat lengths off our stern.

Our crew is focused and in pain - we're not moving a muscle and it hurts. We inch towards the finish watching the smoke rise vertically from sacrificed cigarettes. We finish in 46 hours. We are elated and noisy over our accomplishment! The other two boats can't make the finish for some time after us.

LESSONS LEARNED This is one awesome crew. Despite the overwhelming fatigue, everyone kept their focus and persevered. Flies sleep on the water with wings spread until the light of dawn sends them aloft to find cruising boats. Note to self: be sure to apologise to our mooring neighbours at Oakville Yacht Squadron for our raucous behaviour and over-imbibing before 10 a.m. (I'm sure we were a source of entertainment with our regaling)

Despite the fact that One More Time was one of the smallest boats racing, ...we all agreed the race was an experience we would enjoy telling our grandchildren. Yes, we all have children and the kids (aged from toddlers to their thirties) indulged and indeed supported their mom's efforts.

This skipper has a biological clock ticking (no, not the baby thing!) and entered the race to garner as much boat experience as possible. I have come late to the wonderful world of sailing and seek to fulfil the desire to learn.

We owe a huge thanks to single-hand racers Peter Broecker and Wayne Lilley who have given encouragement, advice, equipment and time. To Buffy MacPhail who generously loaned survival and safety equipment... and to Paul Horne who has devoted ALL his personal time for weeks to prepare One More Time we owe our heartfelt gratitude.

We all agree.... there's nothing like the first time!

Pat Whetung
Skipper
One More Time



Make History

BY PAT WHETUNG



CAROLYN MURRAY

I arrived at Pat's boat on that drizzly Thursday morning, just a little unsure of what to expect for the next 2-4 days. Wind, weather, lightening, navigation, food, water, sleep, exhaustion, SAILING. No matter what challenges lie ahead, sailing was at the core...I'm so in! Thursday's sleigh ride to Whitby remains unmatched in my recollection of awesome sails. Thursday nights sail in the pitch dark and rain remains the greatest challenge for all my 6 senses while sailing. Eating blueberry pancakes and coffee will forever remind me of that precious morning as we approached Oakville for the first of two times. And then there was Friday night. With lightening in the high eastern sky, I marvelled in the lights that surrounded the perimeter of the western lake. 'One More Time' sailed herself back to Oakville, my hands seldom touched the wheel. I found I needed to stand, if I fell asleep I would fall over and wake myself up. What a night sail. The end was painfully slow...about .2 knots as a matter of fact. No compromises were made while we painstakingly crept towards the finish (Pat said I was snoring while lying on the deck of the low side).

Can't wait until next year!

Caroline Murray



MA WALKER

By the time we got to the Port Credit mark I was on the helm, and came to realize that each part of the race was to be a personal challenge as well as our boat standing. I couldn't believe I couldn't see the Gibraltar Mark. Crikey, I was the one with the eyes like an eagle for marks. Not to mention, we race around it every Monday! When I finally did catch sight of it, in a tight cloud of sailboats, it was deceptive in how far off the headland it was. We screamed past the Toronto skyline, passing boats left, right and centre, being watched from the top floor of Harbour Square, cheered by our unseen fans!

What a day, and it was followed by rain and more wind that night. Despite fears we'd be sucked into the Niagara River Vortex, we rounded the mark easily in rain with the first boat we'd seen since Whitby, flashing lights on our sails hoping they'd see us, close enough to exchange greetings.

The unfamiliar shoreline, gave little information, and our chart had virtually no landmarks indicated, and although our GPS computations were bang-on, it was still a long slog to the Burlington Mark, which is actually in Hamilton Harbour.

When it came to weather, we had it all. Rain, lightening, thunder, wind, no wind, blazing sun, vampiric flies - the cockpit was smeared with their/our blood.

It was a race and there were portions we had to endure, but more than anything, it was exhilarating. It was a blast! Nothing more fabulous than the boat sailing herself back to Oakville for the final blast, on the night of no moon, sky of lightening, time of new beginnings.

M.A. Walker



DIANNE TAYLOR

For some years I have been fascinated by the stories of the Ontario 300 as experienced by male members of QCYC. I always hoped to have a chance to participate in a distance race but felt that my introduction to sailing in mid-life, minimal night sailing experience and my small boat (a Tanzer 22), were somewhat of a barrier. Pat Whetung, skipper of One More Time, made a dream come true. An all female crew on a great boat on Lake Ontario with its many personalities.

I readily accepted Pat's offer to be one the crew for the 2004 Lake Ontario 300 and what a great experience it was. Bucking eastward in gusts up to 40km, night sailing with incredible stars on the second night and the frustration of staying focused on racing while valiantly trying to avoid large flat pools. We learned to trust the GPS, had a tanker bear down on us and were hailed by the American Coast Guard, all in under 48 hours. We were elated to eventually cross the finish line. Tired and dirty, we toasted our boat, skipper and of course, ourselves!

Dianne Taylor





Welcome

QCYC extends a warm welcome to 17 boats and 29 members this year, including fellow alumni Jim Dow, and Patrick and Diana Walton.

The new-to-QCYC members are an eclectic bunch -- some are new to sailing, a few are avid racers. One has a pet skinny pig named Moe. Some have sailed The Grenadines and the BVIs, whereas others haven't gone much beyond Toronto Harbour. What they have in common however, is their appreciation of how special QCYC is. To help you get to know these latest club additions a little better, the following are some brief profiles. More members will be featured in the next issue.



**Mark and Anita
Boudreau**

Boat Name/Type: Naxos (it's not Nachos!)/Dufour 36

Sailing Experience: Have sailed on J24s, C&Cs and a Beneteau 51. Former members of Queens Quay Sailing and the Humber Sailing Club. Have completed CYA Basic Cruising and Intermediate courses. Have sailed in the British Virgin Islands.

Favourite Destination: British Virgin Islands, although would love to sail the Mediterranean and the French Polynesia some day.

Why QCYC: "What's not to love -- the location, the ambience and above all the people!"

Favourite non-sailing activity: "During non-sailing season, we both love playing hockey, golfing, and most importantly, counting down the days to sailing season!"



**Simon Beacock and
Amanda Huxter**

Boat Name/Type: Synergy/ X Yacht, X-102

Sailing Experience: Simon is an avid racer and has amassed more than 30 years of sailing experience, beginning with lessons at Frenchman's Bay in the early 70s. During this time, he honed his skills on Sunfish, Albacores, Lasers, Hobie Cats and Thunderbirds. Over the past 15 years, he has owned a Catalina 25, 28, 320, and a CS 36. Amanda started sailing in 2001, with lessons at Whitby Yacht Club.

Favourite Destination: The Thousand Islands

Why QCYC: "We joined the QCYC for the friendly people, laid back atmosphere, the view and the great sailing around Toronto."

Favourite Non-Sailing Activities: Simon plays the drums and likes working on the boat. Amanda likes to run around the Island and is always looking for running partners. They also like to spend time with their pet dog Angie and their skinny pig Moe.



**John McLeod
and Claire Ihasz**

Boat Name/Type: Zig Zag/ Abbott 22

Sailing Experience: John and Claire have learned the basics through a variety of sailing courses. They have also done some charter sailing in Georgian Bay and a week-long catamaran charter in The Grenadines. John has also raced for the past three seasons with Frank Bushe on Fine Wine.

Favourite Destination: Although they'd be happy sailing anywhere in the world, John and Claire enjoyed The Grenadines despite its unmarked reefs and powerful currents. They would like to go sailing in the British Virgin Islands some day.

Why QCYC: "We got to know the club during John's years of crewing, and course it's the best club in town!"

Favourite Non-Sailing Activity: Claire works too hard in her flower shop (Ladybug Florist in the Village), however, they both enjoy skiing in Whistler and other points west during the winter.



**The Mandel Family
Sandy, Sandra, Neesa
and Geoffrey**

Boat Name/Type: Wanderer/ Columbia 8.7

Sailing Experience: "We're new to this -- six weeks and counting."

Favourite Destination: "So far, Ontario Place to let the kids play in the water park, but we are looking beyond."

Why QCYC: "We liked the island setting and the laid back atmosphere."

Favourite Non-Sailing Activity: "We're pretty active and enjoy biking and running on the island. Just hanging out is also a favourite."

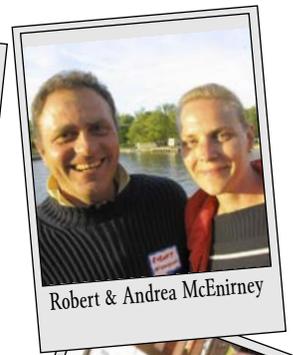


Additions

COMPILED BY ANITA BOUDREAU & ASSORTED CREW



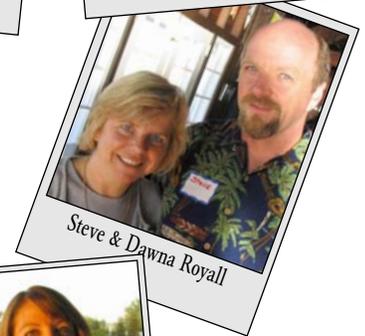
Sue and Keith Farndale



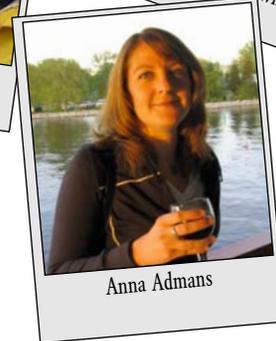
Robert & Andrea McEnirney



Lynn Kaak & Ken Goodings



Steve & Dawna Royall



Anna Admans



Kristofer and Stefanie Coward

Boat Name/Type: Candy Cane/Alberg 30

Sailing Experience: Kris has previously crewed on Legacy.

Favourite Destination: "Haven't been to enough to say yet."

Why QCYC: "The friendly atmosphere and pleasant setting."

Favourite non-sailing activity: Bicycling



Janice Blackburn and Rory Cummings

Boat Name/Type: Trekka/Continental 25

Sailing Experience: Janice has been sailing for 20 years, and they have both taken CYA courses through the years.

Why QCYC: "We wanted to be on the island and the club looked great when we checked it out."



Susan and Mike Veenhuizen

Boat Name/Type: Skeena/ CS27

Sailing Experience: Susan grew up sailing and attending sailing school from a very young age, whereas Mike picked up sailing when he was 24, racing on J24s and other larger boats.

Why QCYC: "The club is very kid-friendly and we find the members to be about the nicest on the lake. The location is also exceptional."

Favourite non-sailing activity: "We don't have one."



Robert Hupfield

Boat Name/Type: Entropy/ Tartan 40 Offshore Cruising Ketch (TOCK)

Sailing Experience: Started in an Opti at age 8, then raced Lazars and assorted keelboats including T-birds, a ferocious Tanzer 22, various PHRF things, and eventually campaigned a J/24 on the circuit for a few years including Mid-winters and Worlds. (Btw, J/24 "Reactor" is currently on sale!) Along the line, did time as a red level sailing instructor, and 3 years as director of Whiby YC's sailing school. Still uses red and green genoa sheets...

Favorite Destinations: The Aegean and Caribbean. The North Channel. C'Est What. The Oasis. The Kingston Brew Pub. Hopes to some day explore Western Scotland and French Polynesia. Probably not all at once...

Why QCYC: "Wonderful people, wonderful location, and where else can you tie up to the clubhouse?"

Favourite non-sailing activity: Appears to be crawling around in the bilge and engine room while completing a refit...

Craig Robertson and Nancy Patterson

Boat Name/Type: By Default/36' Chris Craft

Boating Experience: Very little.

Favourite Destination: Anywhere in the world.

Why QCYC: Recommendation of a family member.

Favourite non-boating activity: "Anything legal."

Aaron Letki

Boat Name/Type: Unnamed/Star

Sailing Experience: Very little

Favourite Destination: QCYC

Why QCYC: "To sail and to have fun."

Favourite non-sailing activity: "Other than love? Snowboarding. Although running with the bulls in Pamplona is always something I have been



Paul Sutherland...Just mention his name and so many memories come tumbling through our collective minds.

BY AL RAE JR.

Paul joined Queen City in 1963 and I felt then as though I'd known him forever.

With his big heart and winning smile, Paul immediately became an important thread in the fabric of Queen City life.

Personally, he became a dear friend, afloat and ashore; as well as a partner and a client.

As partners we shared in land overlooking Lake Stoco and also on the Moira River near Tweed, north of Bellville.

As a client, Paul asked me to design a home and studio for himself and Hammy Hamster up in Vandorf, just north of Toronto.

A Quick sidebar. Ever inquisitive and interested in things new and innovative, Paul asked me to use a hollow core plastic foam block forming system for the concrete walls, fairly common now but untested then. The forms went up and concrete was poured throughout the winter. All was sound until spring when the walls sprung major leaks. We investigated and found out that the contractor had neglected to cover the formwork at night so snow and ice gathered within the hollow cores and remained there, frozen and unseen, until spring thaw. Then it melted. That meant there were great areas of void within the structure. Visions of collapse loomed large before our eyes.

The contractor had disappeared.

Paul, god bless him, didn't bat an eye or point a finger. He just asked himself and my structural engineer to recommend remedial countermeasures... quickly! We did!

He then set up his own construction company to finish the job. The name of the company? Dauntless construction!

I tell this story because it shows another side to the relaxed jovial, story-telling Paul we all came to know and love.

When needed, he had a backbone of steel, with true grit and a firm will to face and resolve tough challenges, then get on with enjoying the better things life had to offer... Ever the opti-



mist!

The home is still standing (I drove by it last week)!

So hammy and his riverbank friends had a great studio to work in and they are now enjoyed in syndication around the world.

Imagine, A multi-lingual hamster... The mind boggles.

Check out Hammy's web site, it's purely Paul. And we heard at the memorial service yesterday how he was in constant contact with his legion of fans right to the end, Hammy and Paul! Bringing joy and meaning to the lives of young and old alike. People they never actually saw but connected with in most important ways.

Paul and Hammy are inseparable. When Paul told one of his wonderfully contrived and convoluted puns he actually took on the countenance of that gleeful little Hamster

And who else but Paul would name his boat "Runcible", that delightful nonsense word coined by Edward Lear in "The Owl and the Pussy Cat". "They dined on mince and slices of quince which they ate with a Runcible spoon."

At times Paul was the Owl and/or the Pussy Cat. And I suspect hammy never felt a twinge of envy. Such as a charming chameleon!

Another word that springs to mind when I think of Paul is serendipity. It was used several

times yesterday. Paul was the very definition of the word... "The faculty of finding valuable or agreeable things, not sought for".

Paul embodied the essential core of our club and all its best attributes.

He was warm, friendly, outgoing, gregarious, with a quick wit and great sense of humor. And so well loved.

Paul had the ability to gently prick the ego of those who took themselves a little too seriously... and they often didn't even feel it until much later, so deft was his touch.

Paul was a constant promoter of Queen City

His videos and engaging personality are one good reason many of you are here today.

He reached out and captured your hearts and imaginations with his images and montages of our special place on the harbor.

A member of the Queen City for over 40 years, Paul quietly crossed the bar to that snug harbor beyond our horizon; dropping his anchor among a lengthening list of memorable characters who have set high standards of seamanship, sportsmanship and camaraderie for this club over the years and continue to serve as inspiration for all of us.

Remember them when we set our burgees flying proudly.

We have all been touched by Paul one way or another and he will continue to be an important part of our history and heritage. His photos and videos will enrich our club archives and rekindle priceless memories for us all in the years to come.

We trust Glenys and the family will find some comfort in this.

Paul, dear friend... we love you,, and miss you... ahoy there! God bless and fair winds always! Will you please join me in a toast to Paul... To Paul! Thank you commodore for this honor and privilege.

Respectfully,
Al Rae Jr.



Going Green

BY MARK GARSADDEN

by Mark Garscadden

This is the first in a series of articles that will be published in the Flash and the Clipper. The purpose of the series is to provide you with useful information about environmentally benign boating practices.

The articles will address a variety of topics including: antifouling paint, other surface treatments (paints, varnish etc.), cleaners, lubricants, and antifreeze. From time to time, articles will also cover items of general interest such as energy conservation and practices for consideration in your life away from QCYC. The philosophy of the approach underlying the articles is simple: offer a reasonable alternative and people will generally adopt it.

Non-Toxic Antifreeze – an update

Last fall, I wrote a short article in the Flash about winterizing fresh water engine systems. It recommended using propylene glycol in preference to ethylene glycol as it is far less toxic and works just as well. Many members switched to propylene glycol as a result.

This fall, we intend to offer a service to winterize engines as boats are hauled out. We will refine an ingenious device that has been continually improved over a number of years at QCYC. In brief, it cycles non-toxic antifreeze through an engine quickly and cleanly, ensuring that the antifreeze reaches all areas of the cooling system. The service will save you the time and effort of hauling containers of antifreeze over to the island and reduce the process of winterizing your engine to about five minutes.

Stay tuned for further details.

The Wonders of Vinegar: Burns, Bilges & Olde Fartes

These entries have been extracted from *Sailors Secrets: Advice from the Masters* by Michael Badham and Robby Robinson (International Marine 1999)

Use vinegar to wash down the insides of lockers and bilges to get rid of mildew and musty odours. Wash down your sunburn with vinegar (to alleviate pain without drying out your skin. White vinegar is an excellent cleaner of epoxy spills and surfaces. Make a hair rinse using 2 tsp in a pint of fresh water to cut through soap and salt water. Even though it tastes terrible, one half tsp of vinegar in a glass of warm water makes a good laxative.

To clean interior varnish, add a tablespoon of malt vinegar to a small bowl of fresh water. Wipe this on the varnished surfaces and then pat dry with toilet paper.

For cleaning really baked on grease on the engine block or in the galley, sprinkle vinegar and then a layer of baking soda on the surface. Let it sit for several minutes, then rub the rough spots with bronze wool.

Still on the topic of vinegar, Pope John XXIII might have had the seniority list of QCYC in mind when he said: "Men are like wine - some turn to vinegar, but the best improve with age."

For those of you who want to learn more about non-toxic cleaning techniques, you can find information at the following web site:

http://eartheasy.com/live_nontoxic_solutions.htm

Q.C.Y.C. Events 2004

Bob or Doug's Lobsterfest	August 14, Sat.	Last Chance Cup/Award Banquet	October 2, Sat.
Learn-to-Sail	August 16, Mon.	Statutory Holiday	October 11, Mon.
Junior Club Session 4 Starts	August 16, Mon.	Haul Out	October 16-17, Sat., Sun.
Deadline to Return Trophies	September 1, Wed.	Haul Out/Pot Luck	Oct. 23, Sat.
Corn & Weenie Roast w/Small Craft Warning Band	September 3, Fri.	Haul Out (if required)	Oct. 24, Sun.
Pig Roast Afternoon w/Small Craft Warning Band	September 4, Sat.	Daily Tender Schedule Ends	Oct. 24, Sun.
Pig Roast Night w/Mischief Band	September 4, Sat.	Weekend Tender Schedule	Oct. 30-31, Sat., Sun.
Statutory Holiday	September 6, Mon.	Weekend Tender Schedule	November 6-7, Sat., Sun.
Daily Tender Schedule Changes	September 7, Tues.	Weekend Tender Operations	November 13-14, Sat., Sun.
Deadline for Award Nominations	September 10, Fri.	Annual General Meeting	November 26, Fri.
Wedding (Drummond)	September 11, Sat.		
Champion of Champions	September 26, Sun.		
Daily Tender Schedule Changes	September 27, Mon.		

BOLD = Minimum Billing event



Rear Commodore

GRAHAM DOUGALL



Unfortunately, the season is rapidly to come to close, so here are some key dates:

Wednesday, September 1st
Return of trophies

Friday, September 10th
Close of nominations for awards

Sunday, September 26th
Champion of Champions Race

Saturday, October 27th Last
Chance Cup & Awards Banquets

(more details to come)

Call for Nominations

In addition to the awards for racing, several awards are presented for outstanding achievement. These include:

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 that has entered the greatest number of individual ports outside a 25 nautical mile radius from the Club.

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 10th. 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.

Vice Commodore

TONY PITTS



We are in the middle of the sailing season and I am pleased to note that except for the weather, the club is enjoying a successful season. Thanks to the diligent work of Geoff Heathcote, the club is close to full with new senior and associate members joining monthly. The Board is actually working on a waiting list policy for potential new members. Thanks to Graham Dougall and the race committee, the racing program is proceeding well

and it is good to see active participation by members. We must encourage new members with new boats to join the fleet. Thanks to Norm Dillworth and Elaine Patterson, the cruising program is also off to a fine season. Although the Junior club had a slow start, Jonathan Moles reports that the learn to sail program is going well. I note that there are two adult 420 races planned for August. That should attract all the skilled racers who started their racing in dinghies.

There have been some minor issues with moorings, docks, garbage disposal and bicycles on the tender. These have mainly been resolved. I am still working with Tom King and his mooring committee on a club mooring protocol and long term lagoon plan. These are in draft form presently. At the last Board meeting we reviewed the protocol for assigning lockers. When a locker becomes vacant, the vacancy will be posted on the notice board and in the Flash. A senior member who currently occupies a locker may apply to transfer to the empty locker. This is based on seniority. After this period, the empty locker that remains will be assigned to two senior members who are at the top of the waiting list for lockers. It has been decided that since there is a shortage of lockers, future lockers will be shared. In order to get on the waiting list, senior members must request a locker in writing either to me or to Tom King. The waiting list will be posted so that locker assignments are seen as an open process.

As of the end of June, the Club finances are in a healthy shape and I anticipate that we will carry over a surplus into our next fiscal year. The surplus will be critical to fund some major outstanding projects such as the marine railway. If there are sufficient funds, we will look at replacing some windows in the Great Hall and fixing at least one of the doors exiting onto the veranda. Jim Thorndycraft is looking at some options for hauling the Algonquin Queen II. This will require some funding.

Enjoy the remainder of the season and I will see you out on the water.



Message from the Junior Club

BY PETER HOWARD AND MATT DILALLO

The QCYC Junior Club program has successfully completed the first half of the summer. There have been two White Sail courses, with a total of 25 students over the month of July. While we sailed as much as time permitted, when there was rain, a chance of thunderstorms, or too much wind, the instructors and children did other activities. This meant several trips to Ward's Island for capture the flag, on-shore sailing lessons, shoe golf, and octopus. The Junior Club attendees have thoroughly enjoyed their time at the club. The White Sailed have expressed interest in continuing on to do more White Sail levels and returning for the Bronze Program.

The Bronze program has been very successful as well. Students in the Bronze program sailed every day, unless there were thunderstorms,

and began racing a few weeks into the program. The racing culminated in a Bronze regatta hosted by the Royal Canadian Yacht Club on July 20th. Queen City Yacht Club registered three boats: one flying spinnaker, sailed by Sarah Stoate and Francis Valpy, and two white sail-only boats, crewed by Erik Earle and Jed Lueras, and Erik Smiley and Jenny Banfai. Other clubs attending included Island Yacht Club, Ashbridges Bay Yacht Club, and of course the Royal Canadian Yacht Club. One race was held Tuesday (more were scheduled, but the day was cut short by a thunderstorm), and then two more the following Thursday. Our racers beat every other club on the harbour in both the spinnaker and non-spinnaker divisions. Sarah and Francis captured three first place finishes in the Spinnaker division. In the non-spinnaker division, Jed and Erik Earle

captured two first place finishes and one second, and Erik Smiley and Jenny Banfai finished with two second places and one first. Our three registered boats were the first three to finish in all three races. Congratulations go to all the registered Bronze Program sailors.

The adult Learn-to-Sail program has been successful as well. One evening dinghy course was run for two students (Kit Ching Lam and Yiu Yee Lam), who both passed their levels and returned to the club for the Women's Skippers regatta with Gavin Peterson. The weekend shark Learn-to-Cruise program has finished one session with four students, with Ken returning to crew for Wednesday night races on the yacht Synergy.

The Junior Club thanks all members who have volunteered time for work parties and looks forward to another successful month.

Noise in the Harbour

BY MARY PARTRIDGE, ON 'ASSIGNMENT'

As you no doubt have noticed, the harbour can often be quite noisy. A few Islanders and residents along Queens Quay are working with City Hall and the police to go after the worst offenders, namely The Docks and other night clubs and some of the tour boats. We're also beginning to work with residents in other city neighbourhoods.

The Docks

There has been some recent press about The Docks and its liquor license renewal – we're putting pressure on the city and the Alcohol and Gaming commission to not renew the license because of The Docks history of (since 1996) and ongoing noise offences (especially noise that goes well after midnight.) The City's noise bylaws are weak and difficult to enforce (and there is very little will on the part of the police to do so) however the City has successfully charged The Docks and there are now two more charges to go to the courts.

Tour Boats

There are now more tour boats than ever and some of them play loud music on the open decks. We've been working with City Hall, marine police and representatives of the marine community (boat owners and operators) to get them to turn the music (especially the bass) WAY down until out in the lake.

Redpaths

Another source of noise is Redpaths' steam release, which sounds like a huge blast or whoosh at irregular intervals anytime of the day. We worked with Redpaths management and with City Hall and finally they are installing a remedy which should be in place by the end of August.

Other sources of noise

...include the Harbourfront concert series, 'special' weekends like the Indy, the huge concert on Center Island (August 6), Caribana, plus jets, engine idling and helicopters at the airport. The harbour is an increasingly busy and vibrant place – a good thing – and we recognize that noise is a natural byproduct of that vitality. However, much of the noise is extreme, constant and well after hours.

QCYC

Finally, loud music from Queen City's Great Hall has been a source of noise that bothers our neighbours on the island. Earlier this year, the Board supported a policy that the west windows of the Great Hall will be closed at 11pm if there is loud music playing. Silka has been very helpful in seeing this done.

Noise Bylaws

Here are the important bits from Toronto's

new noise bylaw (2002). Notice there is no mention of decibel limits.

591-2: No person shall make, cause or permit noise or vibration, at any time, which is likely to disturb the quiet, peace, rest, enjoyment, comfort or convenience of the inhabitants of the City.

591-4: The operation of any electronic device or group of connected electronic devices incorporating one or more loudspeakers or other electro-mechanical transducers, and intended for the production, reproduction or amplification of sound, other than a security alarm... between 11pm and 7am (9am Sundays and statutory holidays) is prohibited

What you can do

If you're bothered by excessive noise, call the police radio room at 416-808-2222 (ask for the "event number"). If the source of the noise is on the water (e.g., a tour boat), call the marine unit at 416-808-5800 (or use VHF if you're anchored out).

Make an entry on the Harbourfront Community Association's noise log at www.toharbourfront.ca. Or send us an email with details of the noise offense at noise@toharbourfront.ca.

Sign the petition to stop excessive noise from The Docks (on the bulletin board in the club lobby) Write your councillor, the mayor, the police chief, the newspapers, etc. to complain.

If you'd like more information, contact me at 416-203-9975.

Summer Tender Schedule



Restaurant and Bar

HOURS OF OPERATION 2004

All times are departures from City — Pier 6
Deduct 15 minutes for Club Departures
*Robbins Freight Runs — time approximate

To confirm Schedule at Club or on the QCYC office voice mail: 416.203.0929, press 1.

SUMMER, JULY 5 TO SEPTEMBER 6							
	MON	TUES	WED	THURS	FRI	SAT	SUN HOLIDAY
a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
	8:45	8:45	8:45	8:45	8:45	8:45	8:45
						9:15	9:15
						9:45	9:45
	10:15*	10:15*	10:15*	10:15*	10:15*	10:15	10:15
		11:15*	11:15*	11:15*	11:15*	11:15*	11:15*
p.m.	12:15	12:15	12:15	12:15	12:15	12:15	12:15
		1:15	1:15	1:15	1:15	1:15	1:15
		2:15*	2:15*	2:15*	2:15*	2:15*	2:15*
	3:15*	3:15*	3:15*	3:15*	3:15*	3:15*	3:15*
	4:15	4:15	4:15	4:15	4:15	4:15	4:15
		4:45	4:45	4:45	4:45		
	5:15	5:15	5:15	5:15	5:15	5:15	5:15
		5:45	5:45	5:45	5:45		
	6:15	6:15	6:15	6:15	6:15	6:15	6:15
	7:15	7:15	7:15	7:15	7:15	7:15	7:15
	8:15	8:15	8:15	8:15	8:15	8:15	8:15
	9:15	9:15	9:15	9:15	9:15	9:15	9:15
			9:45				
		10:15	10:15	10:15	10:15	10:15	10:15
			10:45				
		11:15	11:15	11:15	11:15	(11:15)	
a.m.				12:15	12:15		
Special Events						(1:15)	

SUMMER, SEPTEMBER 7 TO SEPTEMBER 26							
	MON	TUES	WED	THURS	FRI	SAT	SUN HOLIDAY
a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
						9:15	9:15
	10:15*	10:15*	10:15*	10:15*	10:15*	10:15	10:15
		11:15*	11:15*	11:15*	11:15*	11:15*	11:15*
p.m.	12:15	12:15	12:15	12:15	12:15	12:15	12:15
						1:15	1:15
	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*
	3:15*	3:15*	3:15*	3:15*	3:15*	3:15*	3:15*
	4:15	4:15	4:15	4:15	4:15	4:15	4:15
			4:45				
	5:15	5:15	5:15	5:15	5:15	5:15	5:15
			5:45				
	6:15	6:15	6:15	6:15	6:15	6:15	6:15
	7:15	7:15	7:15	7:15	7:15	7:15	7:15
	8:15	8:15	8:15	8:15	8:15	8:15	8:15
	9:15	9:15	9:15	9:15	9:15	9:15	9:15
			9:45				
		10:15	10:15	10:15	10:15	10:15	10:15
			10:45				
			11:15		11:15	11:15	
a.m.				12:15	12:15		
Special Events						(1:15)	
*Robbins Freight Runs							(+++)

The Tender is for the use of QCYC Members, their guests and guests of the Club. To provide assistance to the boat captains; Members are required to show their Tender Pass upon boarding the boat at the City Station. Guests are required to pay \$6 upon boarding at the City Station. Members may pre-purchase Guest tickets: single (\$6); or books of 5 (\$25).



Algonquin Island
Box 401, Terminal A
Toronto, ON M5W 1C2

RESTAURANT

Season	High Season
Approximate Dates	May 21 – Sept. 20
Monday	Closed
Tuesday	5:00 pm - 9:00 pm
Wednesday	5:00 pm - 10:00 pm
Thursday	5:00 pm - 9:00 pm
Friday	5:00 pm - 10:00 pm
Saturday	9:00 am - 10:00 pm
Sunday	9:00 am - 10:00 pm
Statutory Holidays	Sunday Hours

BAR

Season	High Season
Approximate Dates	May 21 – Sept. 20
Monday	Closed
Tuesday	4:00 pm - 10:00 pm
Wednesday	3:00 noon - 11:00 pm
Thursday	4:00 pm - 11:00 pm
Friday	4:00 pm - 12:00 midnight
Saturday	12:00 noon - 12:00
midnight	
Sunday	12:00 noon - 10:00 pm
Statutory Holidays	Sunday Hours
* 1:00 am closing on nights when functions are held.	

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