



CLIPPER

Queen City Yacht Club

August 2005

Ducks' Future... Resting on Docks?

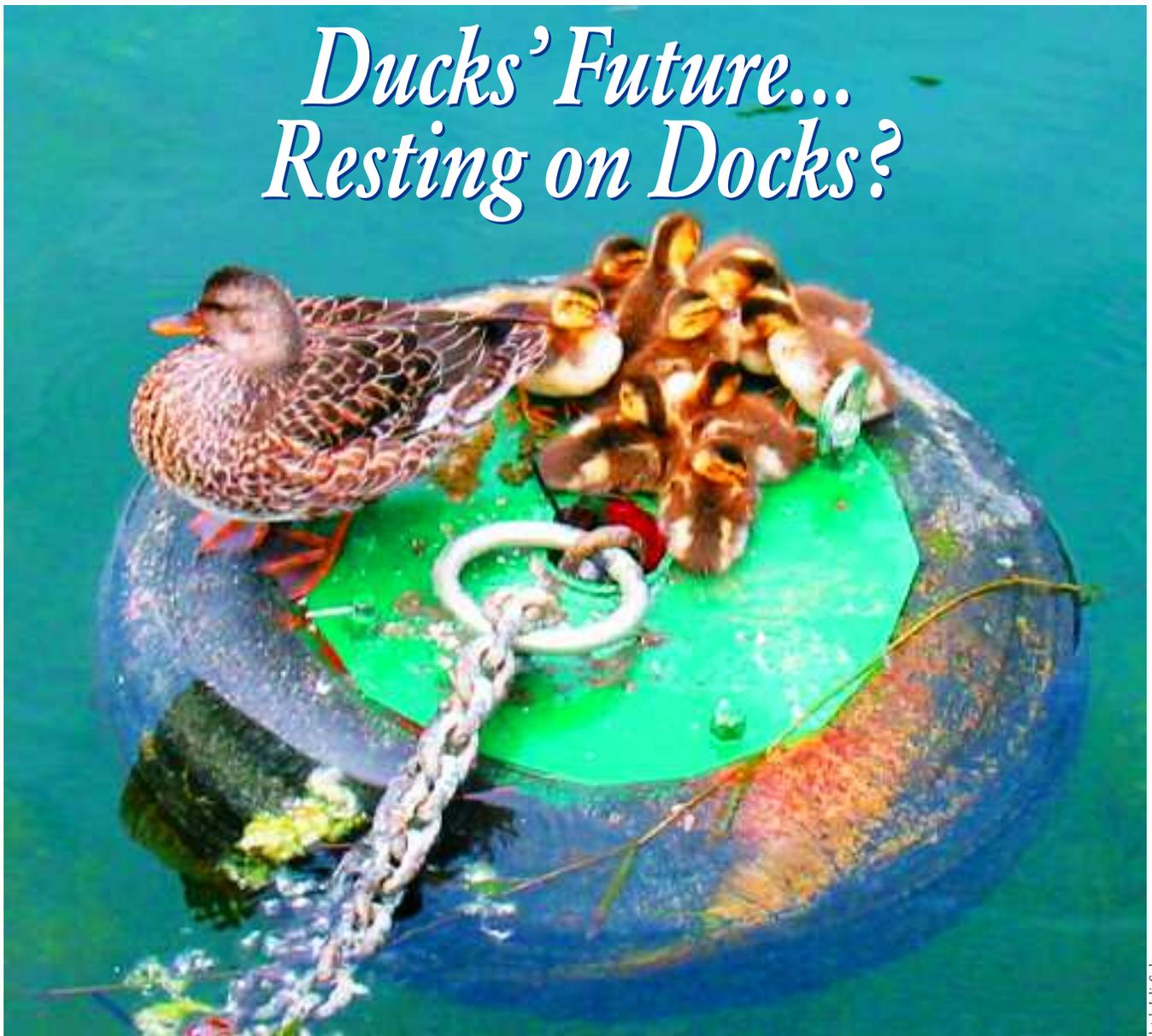


photo by Jackie Cooke

Seeing Moorings feature Page 6.



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Communications

The *Clipper* is published quarterly. Contributions may be submitted to the publisher via e-mail, fax or letter. While an effort will be made to publish submissions, the publisher reserves the right to edit material for length and suitability.

The QCYC *FLASH* e-mails are sent out on a regular basis, detailing upcoming events, last minute changes and items of interest.

To receive and to place notices in QCYC *FLASH* contact theflash@qcyc.ca

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Advertising

The *Clipper* offers members and non-members of QCYC a cost-effective way to reach an audience of avid sailors.

Ad Rates *Size Business card (3.5 x 2")*
Annual (4 issues) 1x

MEMBER	\$75	\$20
NON-MEMBER	\$155	\$40

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Vice Commodore

TONY PITTS



By now, all members of the club know about the fire that occurred on Monday, August 1, causing extensive damage to the kitchen, bar area and lobby and minor damage elsewhere. It is amazing how quickly the news of this incident traveled around the lake. What is more remarkable has been the rallying spirit of the membership to contribute to the cleanup and rebuilding of the club.

The first priority was to restore services to members. The office is operational and the washrooms are open. We have also given priority to accommodate All-Set Catering by providing temporary bar facilities, a food staging area and a tent on the front lawn for dining. A new industrial BBQ was purchased to assist Rob and Silke with managing a BBQ menu. All members are encouraged to support our restaurant and bar operation as much as possible.

We have insurance coverage for the Club Building, the contents and extra expenses. We are dealing with the insurer on reconstruction of the damaged structure of the building and replacement of damaged contents.

A "Building Committee" has been formed consisting of experienced senior members who will be instrumental in ensuring that the rebuild/replacement project is executed properly. Committee members consist of myself, Steve Hills, David Kent, Peter Jones, David Craddock and David Pearce. Other expertise will be sought as required.

Some of the roles of the "Building Committee" include:

- Receiving the valuation report from the adjuster and insurer with the scope of work and the replacement costs for the building structure and contents and evaluating it in detail
- Ensuring that all damages are fixed and replaced to building code standards
- Ensuring that fire retardant material is used where it is appropriate
- Designing and recommending a sprinkler and alarm system for the clubhouse – an additional cost but it is essential
- Managing the project from start to completion

It is intended to continue with all planned events and adapt to situations as they arise. A regular progress report will be posted in the FLASH. At the end of the day, we will have a better and safer clubhouse and a stronger membership! Any suggestions are welcome.

Yard

STEVE HILLS



The latest status on the railway work is that the last of the concrete ties are completed and will be delivered either in the week of August 8th or August 15th. Thanks to an expedition to RCYC on Paul Horne's suggestion to see their railway, I have given the go ahead to a contractor to bring the necessary equipment and operator over to the Island, lift out the old ties, grade and level the ground and then place the new ties into the final position. This means that the only work we will have to

undertake ourselves is to re-install and align the rails, remove the old ties to a dumpster and then back fill in between the ties. The contractor, Islington Nurseries, (who does all of the grounds work at RCYC and installed their railway), will begin this work during the next week or so. I have learned that landscapers are very subject to the weather and so cannot give us an exact day yet.

While I regret having to remind everyone that this wonderful summer will end in the not too distant future, our thoughts must turn to the prospect of haul out. Gib Speight has spent many hours fighting off wasps, enduring the heat, wending his way through countless spider webs and encountering that most ferocious of beasts, Stray Kittens in his efforts to complete the cradle inspections. Thanks to Gib, all of the cradles have been inspected and tags have been affixed to them. A summary list will be published by August 19th. As I mentioned at the Spring meeting, I will continue to emphasize safety in and around the Yard and to that end, if there is any work to be done on any cradle, before a boat is hauled on it, that work must be checked off by either Gib or myself before the first day of haul out.

Finally on a personal note, I want to express my sincere gratitude to all of the members who helped out on the day of the fire. With the Commodore, Vice Commodore and all of the Management committee away on vacation, I had an incredibly busy day dealing with the Fire and Police Departments as well as the insurance company and nowhere near as much could have been accomplished without the majority of the members who were there, just stepping forward and getting stuck in. In fact, I had to spend some of the time slowing down the very keen members who were on the verge of not merely cleaning up but starting to fix things before the Insurance Adjuster could arrive! Anyway, by 1:00 in the afternoon, the adjuster was at the club together with a contractor who had an electrician over on the Tuesday and a cleaning crew on the Wednesday. So we were able to get starting on putting things right fairly swiftly. So I want thank all of the those members who took on the miserable, dirty and smelly clean-up jobs, those members who in spite of a fair wind delayed leaving on their vacation to help out, those members who helped remove the soggy ceiling tiles only to discover where the racoons had been living and finally to those members who unasked just walked up and said, "Steve, what can I do to help". Thank you all.



Queen City Members Raise \$8000 for



photo by Bobbie Dillalo

Congratulations to all the individuals, participants and corporations who supported this year's Women Skippers' Race and helped to raise just over \$8000 for the women members of the Canadian 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. Canadian National Sailing Team member Martha Henderson was on hand to help present flags and hopes to race with us next year.

The Friday evening before the race, Amanda Karahanas gave a racing seminar for all skippers and crew. Amanda is a good teacher and is able to impart her knowledge in an interesting, informative and easily understood way. All those who attended, from the experienced to the novice racer, learned something.

Saturday, August 6th was a warm and sunny day with fair winds, which made for a good race. There were 21 boats in all with two visiting from National Yacht Club. We always welcome fellow women skippers from the clubs around the lake. It was a great learning experience for all skippers and crew. We had three novice skippers compete this year and again saw Spirit Warrior with an all female crew.

We're delighted to have had our youngest skipper, Petre Thomas, race this year on Candy Cane. Skipper Karina Rugelis and crew Jaymee Ingall took out one of the Junior Club's 420s representing the younger members of the club. Both girls had a great race and hope to compete again next year.

Amanda Karahanas sailing Special K was first in the Star fleet as

well as 1st overall. Maybe one of these years Karina or Jaymee will start sailing Stars and there will be more competition in the fleet! For complete race results please see the website. <http://www.qcyc.ca/sailing/WSR/index.html>

Star Fleet

1st Special K Amanda Karahanas

PHRF 1 Fleet

1st Notorious Wendy Fischer
2nd Veloce Sari Bercovitch
3rd Leilani Belinda James

PHRF 2 Fleet

1st Mazzarati Pam Mazza
2nd Voulez Vous Mary Evans
3rd The Wind Dawn Brennan

Our own competitors on the lawn had a fun time as well. Congratulations to Vice Commodore Tony Pitts who won this year's Appleton's Rum putting contest. We're a little sad to report that the men won this year's tug of war, the women skippers must have been feeling a little fatigued after the race.

Despite not having a "real working kitchen" Silke, Rob and their All Set Catering crew provided us with a wonderful BBQ buffet with all the trimmings including salads, fresh fruit and pie for dessert. It was decided that dancing under the stars to the music performed by Michael Keyes and his drummer was a lovely way to end the evening.



Women Sailors

WENDY HARDY



photo by Bobbie Dilallo

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

- | | | |
|----------------|------------------|----------------|
| Joan Allison | Sari Bercovitch | Pam Mazza |
| Mary Pearce | Lynn Kaak | Jill Stewart |
| Glenys Squires | Elaine Patterson | Anita Boudreau |
| Sandi Chung | | |

In addition, our volunteers on race day included Dawn Brennan, Fran Ford, Michele Forbes, Belinda James, Rick Hardy and many more who pitched in. We also thank the QCYC staff who help us with administration, set up and clean up, and handled our numerous questions and demands!

Special thanks goes to Sandi Chung for her logo and text design and to Glen Newbury for design assistance and production of our printed materials. We'd also like to recognize the skipper and crew of our crash/safety boat, John Moorehouse, John Carrol and Bobbie Dilallo photographer extraordinaire and the 420 crash boat crewed by Jacqui Cook & Eriks Rugelis. And of course, appreciation goes to our infamous race committee Graham Dougall and Elspeth Fanjoy who were joined by Laurence Concannon and Moira Burgess.

It is with the very generous sponsorship of Jill Stewart and Royal LePage that we were able to provide complimentary shirts to all our women skippers and to raise some funds. 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 2005 Chairperson

Wakestock!



Although there were some concerns about Wakestock coming to the island, in the end a fun weekend was had by all. The largest applause went to Jimmy Jones, a 75 year old Wards Islander, deciding that morning he was going to learn wakeboarding. "Jimmy, you're an animal, man!" the crowd screamed at him. Although Jimmy did have two wipeouts, he kept doing his best to jump the wake. In the end, they had problems getting him to come in. His grandson was quoted as saying he was proud of his grandfather and hoped he had as much energy when he was 75.



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Special promotional offers available for QCYC members and any referred clients!! (some conditions apply)



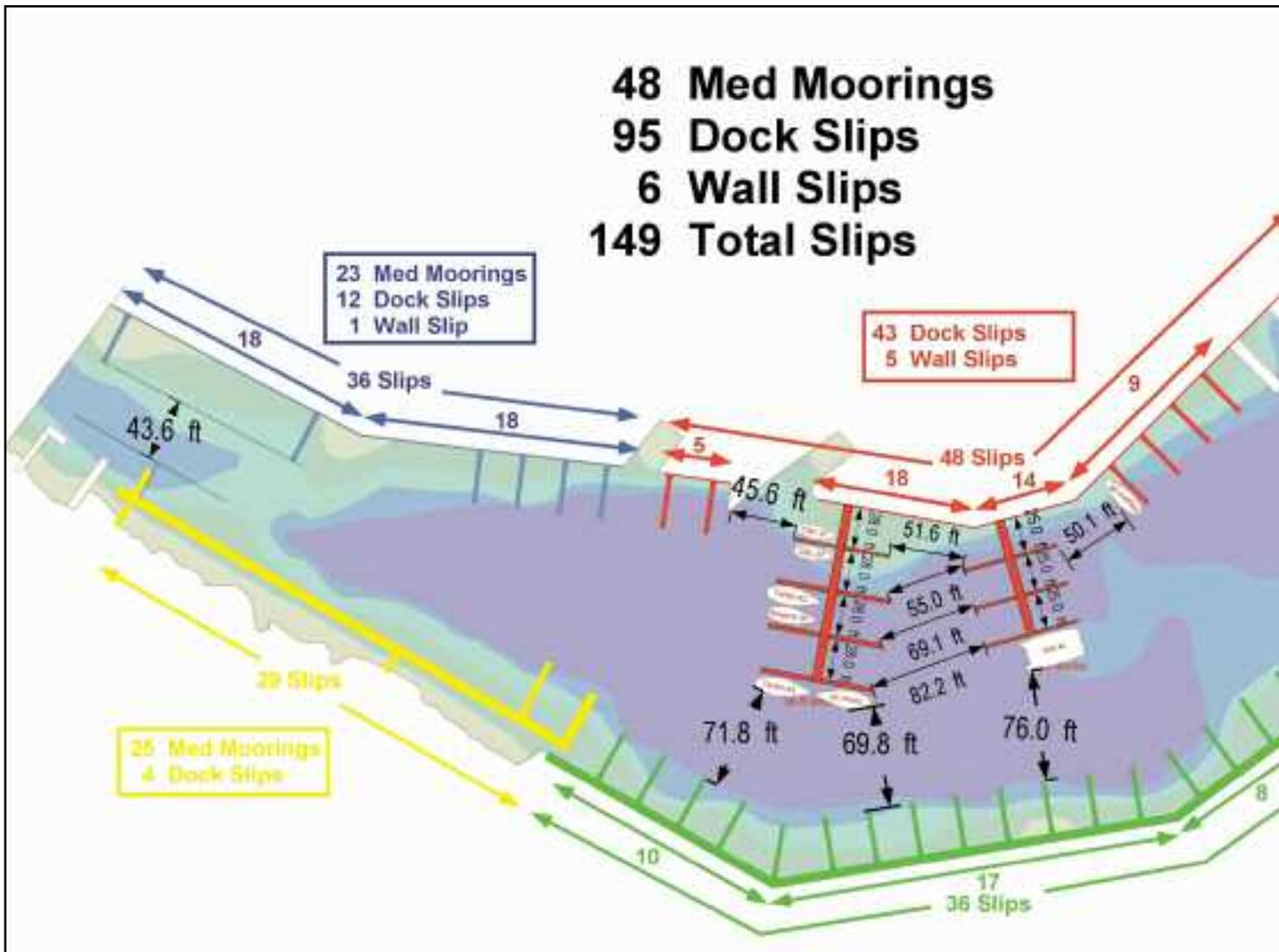
Moorings.... Which

Queen City is a club with a rich history. Our age old, yet very efficient, method of hauling and storing our boats is always an eye opener for new Members. It's actually in some ways a source of pride for us. We do things a little differently around here and we should be proud of it! It works... and we're good at it. Our moorings are no different. Somebody said to me recently that our Mediterranean mooring system is a "badge of honour". It's an efficient use of space and has served us well for a century. We do things a little differently around here.... or at least we did.

A few years ago we began installing docks. The original thought was to better utilize the space in the Green section that had been lying somewhat dormant. This would enable us to increase our membership base. That aspect of the plan clearly accomplished its goal. Of

course docks were also installed in other areas in a less than planned fashion. There were problems. These problems were compounded by the fact that we were getting full. Not a bad thing for QCYC but with each dock installation now costing us available moorings it was getting to be a bit of a squeeze and something had to be done.

When the Moorings Committee was formed we were given a basic mandate. We were told that docks were the future of this club and it was important that we strove to "fill the lagoon with docks". To be honest I wasn't sold. I love the tradition of this place. I love my Mediterranean mooring. I was the last person to be pushing docks. We formed the committee with a few on either side of the fence just for balance. With a little luck I knew I could swing them over from the dark side.





way do we go?

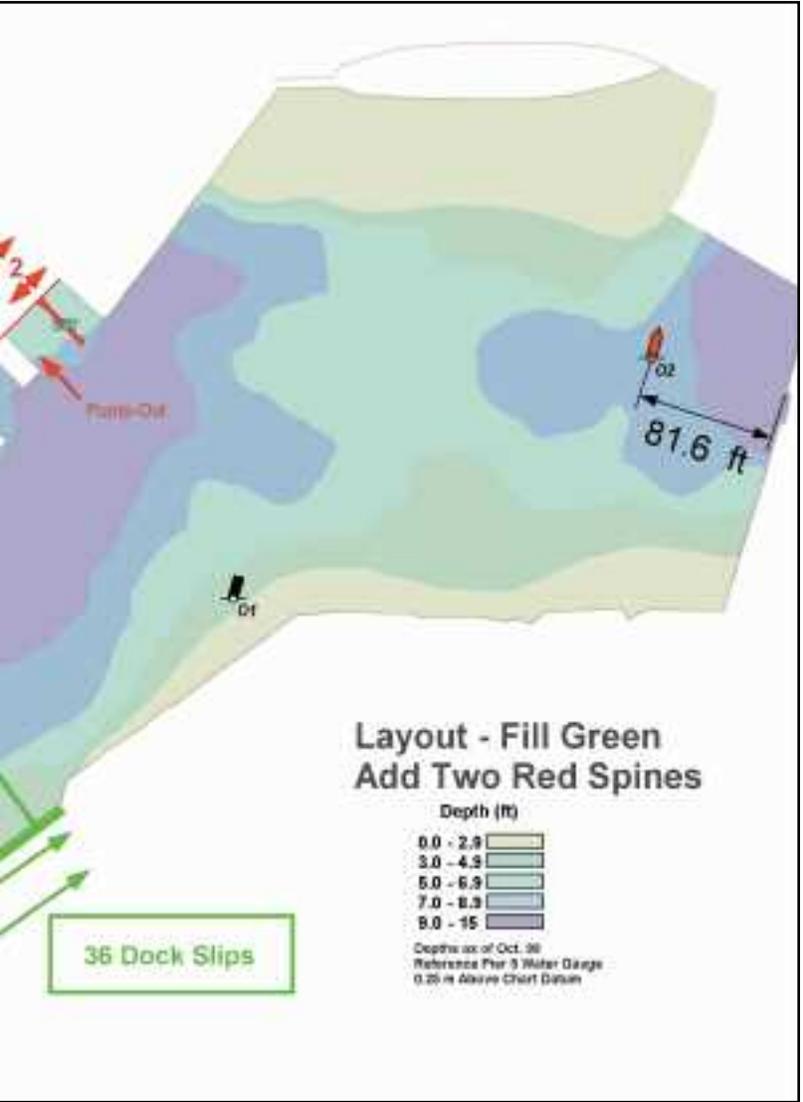
BRUCE FORBES

The Committee started out examining how many more moorings would be lost if we continued on the present course. We then looked for solutions. How could we build docks and not lose moorings? What could we do to eliminate some of the less member friendly practices that had gone on in the past? We spent hours upon hours pouring over ideas. Tony created drawing after drawing giving us visuals of the ideas. Last winter we had it narrowed down to our best idea. A solution that would not only help grow moorings enough to compensate for the slips that would be lost with the finger installations but it inconvenienced the least number of members. Then we had the Town Hall meeting in January. The plan had issues. We took the feedback with us back to the drawing board.

What resulted from the last six months of working on this is two things. First, my attitude is a little different now as to whether or not we need to continue

with dock installations. We believe there is no reasonable way to fill this lagoon with docks. It would be extremely expensive to build enough replacement dock solutions to keep up with all of the slips we would lose. We're a small club with limited real estate resources. We could never grow to accommodate two or three hundred boats. That being said I do now believe that it is important that we continue with docks. I don't believe this for the reasons you might think. No I am not a convert. I still like my tires. What I do believe is that we need to grow the membership. Every year expenses increase. Every year our fees increase. Every year we have at least as much work do to as the last. If we ever see another recession, which most believe is inevitable, we risk a decrease in membership. If we are at capacity

continued 'Which Way?' next page



A Proposed Mooring Summary

	CURRENT	PROPOSED
RED		
Dock	19	43
Med	17	0
Wall	1	5
BLUE		
Dock	10	12
Med	25	23
Wall	1	1
YELLOW - No changes		
Dock	4	4
Med	25	25
GREEN		
Dock	31	35
Med	4	0
TOTAL MOORINGS	137	148
TOTAL MED. MOORINGS	71	48
TOTAL DOCKS	64	94
TOTAL WALL	2	6



Questions from the July Town Hall

Question: The lagoon is a navigable waterway. How can we block it?

Answer: The navigable channel is up near the Rapids Queen. It's current width is 81'. Down at the bridge there is a maximum of 45'. When the boats are out of the water in the spring and fall this is reduced to 30'. This proposal leaves a minimum of 70' of navigable water for boats to pass. Certainly this is less than we're used to but definitely it is enough to safely maneuver in.

Question: If I'm already on a dock to I have to pay again?

Answer: Absolutely not. Under this plan the people currently occupying a dock will see no additional cost. This has already been factored into the financials for this project.

Question: The spacing on these spines is too close. How are we supposed to maneuver?

Answer: We were given the industry standard numbers for maneuverability as being an absolute minimum of 1.5 times the length of the longest boat to occupy the slips. We were also told that 1.6 is more normal with 1.75 being very comfortable. Since the spines actually separate as they move further out into the lagoon we have to vary the size of vessel accordingly. If we use 1.7 as our guide we can fit a 30' boat in the closest slips and well over 40' in the outside slips. If we drop to the absolute minimum we can actually put a 34' boat in the inside. Of course why would we do that since we have allowed enough space to be more comfortable than that?

Question: Why don't we just leave everything alone and keep the moorings exactly as they are today?

Answer: That is certainly an option. It's not very realistic. The fact is we will end up installing more finger docks. More and more people will demand them. If we don't act now we miss the opportunity to avoid any further loss in moorings and money. If we act now we do not lose any of our existing investments in docks as ALL current docks will be used. If we install just one more finger dock and then do this project later, which I believe is inevitable, we will have too many fingers and therefore lose that investment.

Question: Our current lease agreement only allows us to use 40' of water from the sea wall. How can we build a dock assembly out 125'?

Answer: The Lease is currently being re-negotiated. Dwight Hamilton indicates that the City has no issue with this. They do want to see the final plan in order for them to determine how much extra water we will be using with of course the subsequent increase in rent.

Question: Why aren't we building the spine in front of the clubhouse?

Answer: This plan does not stop us from building in front of the clubhouse. That remains an option but this is the best first step. The spine in front of the clubhouse was rejected by those in attendance of the winter Town Hall for a number of reasons including safety for boats sailing into the harbour. When we started getting the quotes to build the business case we discovered that this option was much more expensive than today's proposal. The spine in front of the club requires repetitive dredging to keep it useable. If we only had to do this once we would spend between \$50,000 and \$100,000 more on that option than this current proposal. Also the spine in front of the club would only house smaller boats. The experts all appear to agree that these are not the boats that we will be seeing in the future. We sold very few memberships this year to small boats and that trend is expected to continue. The current proposal will house mainly larger boats which of course makes us much more flexible. Both proposals create 11 new possible moorings but in front of the club could lose two of those depending on where the AQII continues to dock.

Question: Why can't we just continue to fill the lagoon with docks along the sea wall?

Answer: Under the original plan no thought was given to final numbers. If we were to continue with that plan we would reduce our moorings to 120-122 moorings. That's a decrease of 27-29 from what we are proposing today. Reducing moorings was not the mandate of the Committee and it certainly would do nothing for the future of the Club.

Which Way? cont. from last page

when that happens each of us will bear less of the impact. If we are less attractive to prospective members because we don't offer the normal solution (docks) we will be hit harder by those declines. I believe this plan is for the good of the club. I believe this is inevitably our future. This will not be done without some initial inconvenience to members. There is no way to do that. This plan is the best use of our space and the most cost efficient plan we have found.

Financially, this project should be able to pay for itself in the first two years. With a total initial outlay of \$155,000 it needs careful consideration by ALL members! It means that 21 current Mediterranean moored members need to move to docks at a cost of \$3500 each. It means that 8 members currently on docks need to move within the same area onto the new docks at no additional charge. It means that over the next three years we need to fill the 11 new slips we've created.

It means I have to give up my tires.

For the future of the club I am willing to make that necessary sacrifice. This is the Queen City way. This club has been passed on to us by those that worked hard to build it. None of the major changes came without controversy. None of the progress has come without some loss or inconvenience. You all need to think about it. Just because the proposal is not in your own backyard (or your personal best interest) doesn't mean that it doesn't affect you or shouldn't be done. Spiraling costs hit us all and we need to be as prepared as we can be. If we have to raise fees beyond what the market will bear it will result in the inevitable departure of good, long-standing members, which of course brings with it more work and expense for those of us that are left. That's not a plan for a successful future!



Financial Info for Proposed Mooring Plan

CURRENT ESTIMATES	EXPENSE	INCOME
Cost of new docks delivered and installed	\$135,400	
Safety Ladders	\$ 1,000	
Water Hookups	\$ 1,000	
Electrical Hookups	\$ 15,000	
Existing Dock Moves	\$ 2,500	
Upgrades to Sea wall for safe mooring on inside slips	\$ 1,000	
Sale of 29 new dock slips at \$3500 each		\$101,500
Remaining Expense to be borne by all club members	\$54,400	

Return on Investment

Assumption: That we can grow the membership count by 4 Senior Members per year
Reality: We have far exceeded that in every one of the past 5 years.

Assumption: No Initiation or Dock fee reductions given as incentive to attract new members.

Assumption: No current Senior Members leave
Reality: Senior Members leave each year and each year we fill their slips with new members. This would in fact increase the revenues further due to initiation fees but these fees would not be a direct result of this project (unless this project caused the member to leave) and so are not counted.

Given these assumptions it is fair to assume that each new Senior Member would bring in an average of \$2,500 in revenue (Membership, moorings, etc.) plus \$3,000 in initiation fees.

If we gained 4 new Senior Members per year for three years we would have realized additional revenues of :

First Year = \$22,000
 Second Year = \$32,000 (Totaling \$54,000 which pays for the remainder of the project)
 Third Year = \$36,500 (This is based on only three new members)
 Each Subsequent Year = \$27,500

It's a Pig Roast!!!!



QCYC proudly presents:

Pig Roast

Saturday Sept., 3

Come out and support the club at the great annual event!

The Bierdo Brothers (band) 4:30 to 7:00 p.m.
 Dinner 6:00 p.m.
 Now and Then (band) 9:00 p.m.

Tickets available at the QCYC office.
 Adults \$25 Kids Free
 Call 416-203-0929 for more details.

This is a minimum billing event!

CPR AND FIRST AID with Amanda Squires.



Saturday
 August 27
 11:00 a.m. to approx
 1:30 p.m. in the
 Great Hall

Friday Sept., 2, 6 p.m.

**Corn and
 Weinie Roast**

Tickets
 Adult \$8 Kids \$6



Tickets available at the QCYC office.
 This is a minimum billing event.



Membership

Geoff Heathcote



Membership

The following have applied to join QCYC:

Paul and Monica Howitt and Neil Mckecknie and Alyssa (Allie) Baxter: Senior Membership. (This makes a total number of 8 new Senior Memberships, so far for this season.)

Greg Poole and Victor Lind: Dry Sail Membership.

Michael Kennedy, David Hearn and Maya Toman: Associate Membership.

Liam Dickson: Student Membership

Weighing in on Work Hours

The system for tracking volunteer hours, with a minimum requirement and a fee for un-worked hours was introduced in 1999.

The program was introduced, at the Board's request, to address the inequity of too much work being done by too few members and no work being done by a few members. By a survey, most agreed that the volunteer system needed enlivening and the majority agreed that if folks did not work, they should pay. It should be noted that a few really disliked the paperwork that came with the system.

In 1999 the system worked well. My notes show that after the first work party under the new system, the Work Hours Committee (Geoff Heathcote, Jim Finch, Marie Makinson, Pat Whetung, John Dilallo) reported: high morale; recapturing the "old feeling" of work parties at the club; great attendance; good organization.

The Program worked well initially. Work Hours were 'top-of-mind' for the club, so it was pretty hard to claim that 'no-one told me'; we had a well organized phone committee calling everyone (yes, every senior member) to make sure the volunteers were kept informed of what needed doing. We promoted the program to the Board and encouraged them to organize their work into units that the volunteers could tackle. Board Members looked for 'lead hands' to take over running many projects.

The Pros: Equity - most pitch in and those who do not get to pay; operating costs are reduced - work gets done at low cost; camaraderie and spirit - working with other members can be a heck of a lot of fun and new friendships can be forged; culture - volunteerism is a QCYC core value.

The Cons: Administration - there is a paperwork burden to track

the hours; principled objectors - some people do not want to complete the 'damn chits'; objection to the charges - some see the imposition of charges for the un-worked hours as an unwarranted 'fine'; 'I'd rather pay' - some feel that they want to play at the club and they did not come here to 'work'; Board organization - the Board needs to be organized and deliver suitable work to the members; stigma - there is a perception that those who (for now) are busy and choose not to work are 'fat cats' and should not be allowed to get away with not 'working'.

The Problem: in my opinion, volunteerism does not naturally occur in a large group over a period of time; it takes effort to sustain focus and energy. There needs to be enthusiastic leadership; the program has to be explained and promoted.

Also, The Work Hours program is a challenge for the Board. The program needs a well organized set of activities for hand-off to the volunteer crew. Your Board changes every year; talents vary and it has not been the prime requirement, when selecting Board members, that they be able to package up their tasks and delegate them to the volunteers.

Also, The Work Hours program is but one of many Board concerns. At this time, the program falls under the Vice Commodore, but Vice is a very large job and there is little time to organize and promote Work Hours. The Program has been delegated to a committee (under Alan Saunders), but this committee is removed from the Board and has to rely on indirect instructions from the Board.

The Opportunity: in my opinion, pitching in to help the club is vital. It gets the club members involved; it is a fertile meeting ground for folk who might otherwise not meet; it helps us all feel ownership of the Club; it keeps our cost down. (Make no mistake, if we do not 'do it ourselves' all of us will have to pay to get things done.)

Call to action: Request that your board get its volunteer work organized; this work is as much a part of the Club's assets as the dues that you pay. Request well organized Work Parties and other activities and ask that there be lots suitable things to do with suitable supplies on hand. Tell Alan and his committee that you are available to work. Let's all get involved - doing-it-ourselves is part of our culture - it is 'the Queen City way'!





Planning

STEVE BEHAL



I was invited to be Planning Chair by a number of people. Gary Baker spoke to me first, then came Mary Partridge, then David Hall.

I had tremendous support from both Tony & Dwight. They eloquently expressed the importance of planning in getting beyond the day to day catastrophes, operations, and issues, and getting a solid plan for the future. The both have serious concerns about finances & infrastructure ... as do I: but my concerns include culture.

I think it is important to understand who we are today ... old & new members. With the new docks, I have been told, have come a new breed of member. How do we blend the old traditions of a 'working club' with new changes, new visions. I don't know. I've only been here four years. I need to find out.

Before I accepted this portfolio; I had concerns that Planning would simply be a place for debate. That nothing would ever get done. That no matter what recommendations came from Planning ... the board would never approve anything.

You see 'Planning' faces many obstacles. The first: 'Planning' oversees everyone else's portfolio ... therefore 'Planning' is always encroaching on others' territory. The Second: because 'Planning' looks at the whole club ... it is a tremendous job to be thorough ... all but impossible. Thirdly: 'Planning' has no teeth. No matter which way 'Planning' turns ... it must 'sell' the board before it can proceed. No other portfolio has these kinds of restraints. Tony & Dwight assured me that 'Planning' would get their support. In fact I have been invited to participate in the 'management committee' meetings ... even though 'Planning' has no vote there.

Dynamically debating process and purpose is what your Planning Committee has been doing up until now. Preparing a survey for you to voice your hopes & dreams ... to look at your concerns & your wishes.

The concept of a survey has been hugely controversial. Some say we scrap the whole survey approach because of the fire. Some just don't want it at all fearing the club will be 'run by the members & not the board'. Some don't mind but want the results to be confidential. Some just want to know if you ... the senior members ... are happy. I want to know more. I want to ask some tough questions that will require informed decision-making. I think that through this compiled information we will be able to make long term, intelligent discussions that will get things done.

I think we need to create a 'planning cycle'. I want to ask these questions every four years so that through the years in between we can plan, fund

cont. bottom next column

House

DAVID PIERCE



All the reasons to look on the bright side of our little setback...

We have a one of a kind location, (fortunately) still have an extraordinary clubhouse (one of the last of its kind on the lake) and a great membership.

Personally, I think that the fire will bring our members closer together and focus on the rebuilding.

There'll be plenty of jobs for those requiring workhours (or just plain

interested in helping!) so we'll keep you posted once things are sorted out with the insurance company.

Our clubhouse will be better; our kitchen will be new; we'll have state of the art fire systems; and the best part...new ceiling tiles on the mainfloor!

Actually, the best part: We still have our fantastic caterer, Rob and Silka Miller! They've led the way through this setback with unbelievable perseverance and support for our club. A good part of the snugroom/kids room/supply room has been converted into a makeshift kitchen and their interim menu belies the true extent of the fire. Get out and support them!

And, once we get a final sense of what is and isn't covered, there'll be plenty of jobs to complete

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Planning cont. from last column

raise and implement in ways YOU want us to grow. But no matter which way 'planning' goes ... the board needs to approve every move ... even the survey must be approved ... before you get heard.

That is the procedure with which we are currently struggling. What questions do we ask, what types of members do we ask ... should we ask all of you or just predetermined groups that represent specific demographics and of course ... what will we do with the answers?

With Tony & Dwight's continued support ... we'll have a survey for you soon.

I aim to plan.

Tender Schedule



Q.C.Y.C EVENTS

All times are departures from City — Pier 6
(South of Second Cup til further notice) Deduct 15 minutes for Club Departures
11:15* a.m. and 2:15* p.m. Freight runs — time approximate

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

SUMMER, SUNDAY JULY 4 TO SEPTEMBER 4, 2005							
MON	TUES	WED	THURS	FRI	SAT	SUN	HOLIDAY
8:15a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
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		10:45					
	11:15	11:15	11:15	11:15	11:15	(11:15)	
					12:15		
Special Events					(1:15)		
FALL, MONDAY SEPTEMBER 5 TO OCTOBER 2, 2005							
MON	TUES	WED	THURS	FRI	SAT	SUN	HOLIDAY
8:15a.m.	8:15	8:15	8:15	8:15	8:15	8:15	8:15
					9:15	9:15	9:15
10:15*	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*	11:15*
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		10:45					
	11:15	11:15	11:15	11:15	11:15	(11:15)	
					12:15		
Special Events					(1:15)		

*Robbins Freight Runs (+++) Sunday preceding a holiday Monday

Learn-to-Sail/Junior Club Session #4	August 15, Mon.
Junior Club Banquet	August 25, Fri.
CPR & First Aid	August 27, Sat.
Deadline to Return Trophies	September 1, Wed.
Corn & Weenie Roast	September 2, Fri.
Pig Roast Afternoon w/Bierdo Brothers	September 3, Sat.
Pig Roast Night w/Now & Then*	September 3, Sat.
Statutory Holiday	September 5, Mon.
Daily Tender Schedule Changes	September 6, Tues.
Deadline for Award Nominations	September 08, Fri.
Cruise to Etobicoke	September 17/18
Work Party	September 24, Sat.
Octoberfest (Allset)	September 24, Sat.
Champion of Champions	September 25, Sun.
Daily Tender Schedule Changes	September 27, Mon.
Last Chance Cup/Award Banquet w/Gist Band*	October 1, Sat.
Statutory Holiday	October 10, Mon.
Haul Out	October 15-16, Sat., Sun.
Haul Out/Pot Luck	Oct. 22, Sat.
Haul Out (if required)	Oct. 23, Sun.
Daily Tender Schedule Ends	Oct. 23, Sun.
Weekend Tender Schedule	Oct. 29-30, Sat., Sun.
Weekend Tender Schedule	November 5-6, Sat., Sun.
Weekend Tender Operations	November 12-13, Sat., Sun.
Annual General Meeting	November 25, Fri.

BOLD = Minimum Billing event

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