



# CLIPPER

*Queen City Yacht Club*

*July 2005*

*QCYC hosts its first  
Lake Ontario Short Handed  
Race!*



A resounding success of an event!



## QCYC Info

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

**MANAGER** Harry Howard  
**TCL** 416.203.0929  
**FAX** 416.203.0931  
**WEBSITE** www.qcyc.ca  
**E-MAIL** qcyc@attcanada.ca  
**RESTAURANT** 416.203.9007  
**JUNIOR CLUB** 416.203.8274

## 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

### CLIPPER PUBLISHER/EDITOR/DESIGN/LAYOUT

Glen Newbury  
QCYC Communications Chair  
R 416.203.1029  
B 416.423.8492  
E communications@qcyc.ca

### WEBSITE

David Hartman  
R 416.534.9848  
E david@snoekmedia.com

### QCYC FLASH

Laurence Concannon  
E ljc2000can@yahoo.ca

## 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

**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.

## QCYC Board 2005

**COMMODORE**  
**DWIGHT HAMILTON**  
commodore@qcyc.ca  
Res 416.406.2064  
Bus 416.444.0105

**VICE COMMODORE**  
**TONY FITTS**  
vice\_commodore@qcyc.ca  
Res 416.360.0624  
Bus 416.506.0488 x 201  
Fax 416.506.9610

**REAR COMMODORE**  
**GRAHAM DOUGALL**  
rearcommodore@qcyc.ca  
Res 416.233.2277 voice/fax  
Bus 416-478-4044

**FLEET CAPTAIN**  
**JIM THORNDYCRIFT**  
fleetcaptain@qcyc.ca  
Res 416-322 5209

**TREASURER**  
**FAT WIETUNG**  
treasurer@qcyc.ca  
Res 416.366.2345  
Fax 416.366.5678

**SECRETARY**  
**BELINDA JAMES**  
secretary@qcyc.ca  
Res 416.537.3412

**HOUSE CHAIR**  
**DAVID PEARCE**  
house@qcyc.ca  
Res 905 - 434 6030

**FAST COMMODORE**  
pastcommodore@qcyc.com

**MOORINGS**  
**BRUCE FORBES**  
moorings@qcyc.ca  
Res 905-640-6304

**GROUNDS**  
**KEN OWEN**  
grounds@qcyc.ca  
Res 905.567.7224

**MEMBERSHIP**  
**GEOFF HEATHCOTE**  
membership@qcyc.ca  
Res 905.822.3803

**PLANNING**  
**STEVEN BEHAL**  
planning@qcyc.ca  
Res 416.203.1555

**ENTERTAINMENT**  
**VERONICA JAMES**  
entertainment@qcyc.ca  
Res 416.252.3435

**COMMUNICATIONS**  
**GLEN NEWBURY**  
communications@qcyc.ca  
Res 416.203-1029  
Bus 416.423.8492  
Fax 416.423.8298

**JUNIOR CLUB**  
**JONATHAN MOLES**  
learntosail@qcyc.ca  
Res 416 767 4951

**YARD CHAIR**  
**STEVE HILLS**  
Res 416-203 9975

**DAVID HALL**  
Res 416-231-4143



# Vice Commodore

TONY FITTS



I think we all enjoyed the lovely kickoff to the season with the wonderful weather in June and a successful Sailpast, Regatta and New Members Night behind us.

There will be a number of projects launched this summer in grounds and the yard. This is an opportunity for members to complete their work hours. Steve Hills is leading a major initiative

to repair the marine railway. This will be a major effort over July and August that will require all of us at some point to pitch in. Ken Owen has planned some projects for grounds and Jim Thorndyraft will be constructing a haul out system for the ALGONQUIN QUEEN II.

Over the past few weeks, it has come to my attention that there have been some isolated incidents or disagreements between members and in some cases between members and staff. One of these disagreements was over bikes on the tender. There is a commitment for the transportation of bikes on the tender and protocols have been established which hopefully mitigate the annoyances. Members are reminded that they may not agree with every decision, but to respect the rights of others and the processes that are in place.

One of the important values that QCYC embodies is "care and respect" for people and for each other. If you have a burning issue, kindly bring it to the attention of the appropriate Chair or the Club Manager and let them deal with it.

## Minimum Billing Events

Sat. Aug. 13	Lobsterfest
Fri. Sept. 2	Corn & Wienie Roast
Sat. Sept. 3	Pig Roast
Sat. Oct. 1	Awards Night

*Graham Dougall continued.*

However, if you stop because you believe help is needed and regardless of whether you actually help or not, you can request and be granted redress to restore your lost time.

I would encourage everyone to review their safety plan and equipment so we can all enjoy safe cruising and racing.

# Rear Commodore

GRAHAM DOUGALL



I would like to thank everyone for their help and support in making both the QCYC Open Regatta and Lake Ontario Short Handed Series Race a success.

I would particularly like to thank our Open Regatta sponsors:

- Elspeth Fanjoy
- Gumperts – George Johnson
- The Crew of One More Time
- The Heathcote's

- Danesco Inc - [www.danescoinc.com](http://www.danescoinc.com)
- Mason's Chandlery - The Store - [www.thestoremasons.com](http://www.thestoremasons.com)
- Steam Whistle Brewery - [www.steamwhistle.ca](http://www.steamwhistle.ca)
- The Rigging Shoppe - [www.riggingshoppe.com](http://www.riggingshoppe.com)

I would also like to salute the success of QCYC racers in the Regatta and Short Handed races as they took six firsts in the two events.

On a more sober note, the three racing incidents, on Wednesday, June 15th at QCYC and NYC, force us to remember that sailing can be dangerous. Fortunately, there were no injuries.

So, are you prepared, do you know where your bolt cutters are so you can cut loose your rigging when your mast falls?

The following web sites provide safe sailing information:

- Canadian Coast Guard [www.ccg-gcc.gc.ca](http://www.ccg-gcc.gc.ca)
- Canadian Power & Sail Squadron [www.cps-ecp.ca](http://www.cps-ecp.ca)
- Canadian Safe Boating Council [www.csbc.ca](http://www.csbc.ca)
- Livesaving Society [www.lifesaving.ca](http://www.lifesaving.ca)
- Office of Boating Safety [www.tc.gc.ca/BoatingSafety/menu.htm](http://www.tc.gc.ca/BoatingSafety/menu.htm)
- ¶ US Power Squadron [www.usps.org](http://www.usps.org)

Racers should remember that under Fundamental Rules of the Racing Rules Sailing, racers are obliged to render assistance:

### 1 SAFETY

#### 1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

If you believe that someone is in danger, even if it's a powerboat just cruising, you must standby to render assistance, whether or not it's accepted or actually needed. If you fail to stop or render assistance, you can be protested and disqualified.

*continued bottom of previous column*



# Treasurer

FAT WIETUNG



Sailing on Lake Ontario is not without its challenges. Having cruised in other parts of the world, I'm appreciative that ocean tides are not one of our challenges.

As mentioned, July is in the last quarter of our financial year, despite being early in our sailing season. We've had our seasonal formal events and late night informal gatherings at the mooring and at the lockers. Yes, we are into the sailing season.

I am pleased to report that our expenditures are on track and we have a few large capital projects about to start. The necessary improvements to the marine yard railway will be the club's next major physical and financial undertaking. With as much effort, the waterline replacement project phase one is also underway. A few revenue targets will not be realized. After analysing the reports there will be adjustments to the original budget.

We have repeatedly heard that the club cannot afford this or that... I'm curious to hear what the membership wants done their money. Do we want to maintain? Do we want to grow? We've heard the Commodore mention a possible assessment. I cringe. Do you?

QCYC will always have major projects and plans for improvement. We have been living within our means and have been doing a respectable job. The new tender, finger docks, ladies' washroom, windows in the great hall and new balcony are only a few of the major projects that required vision, planning and execution. Our financing of the tender is manageable and sound. Other than that, we have the ongoing task of repairs and maintenance of our grand ole house and fabulous property. I would like to see us designate future initiation fees as per the Capital Development Fund cited in the constitution.

"We cannot plan at high tide, what we cannot maintain at low tide" explains Past Commodore, Garry Baker. Currently the QCYC membership is at high tide. Should we plan to increase our capacity or should we plan for low tide? Can we do both?

# Yard

STEVE HILLS



## Marine Railway Remediation

As everyone knows the marine railway is dire need of some remedial work. Over the years the wooden ties supporting the rails have been slowly rotting or have been cut by the wire ropes that move the car. It has been decided that we cannot postpone this work any longer so we are going to undertake this project this is the season. The project will be led by Wayne Lilley and myself together with the support of Dave Kent, Pat Walton, John

Dilallo and Ron Mazza.

The plan is as follows:

1. We will organize a work party day (or two if necessary) to move all stored boats and cradles further away from the railway to give us more access around the railway. This will include some of the boats stored in the dry sail area. (There is no plan to lift any of the ways at this point in time). Additionally we will lift all of the rails off the old ties on the same work party. This work party will take place very shortly after the July 1st long weekend.
2. We will hire a suitable backhoe for approximately 1 month. There are several members who have some experience operating this type of equipment so some of the rough work (i.e., removing the old ties) will be done with members operating the backhoe. When it comes time to grade the ground under the rails we will be hiring a qualified and experienced operator to ensure that this work is done efficiently and correctly.
3. Once the ground is graded and compacted we will be placing the new concrete ties (which many of you will have seen these ties currently stored at the north end of the yard) into position and aligning them using the backhoe and a bit of brute strength.
4. The rails will then be re-installed and aligned, again by the members.

The old ties which are contaminated with all manner of toxic materials will be placed in an appropriate hired skip for removal from the club and it is anticipated that all of the earth/sand removed when we do the grading work will be used as back fill around the new concrete ties.

It is estimated that this work will take roughly 6-8 weeks which means that if we start at the beginning of July we should finish within the month of August which gives us a bit of reserve in case we run into any unforeseen problems.

This will be a rather large undertaking and to ensure success a lot of support from the members will be needed to get the work done and ensure that there is no problem with haul out. I will be placing a notice in the flash once the date of the first work party is set.

If anyone wants to know more details please do not hesitate to get in touch with me.



# Moorings

BRUCE FORBES



When we first bought our boat the immediate dilemma was where to keep it. I didn't know the difference between a Yacht Club and a Marina. My previous sailing experience was my Mirror dinghy which didn't require any knowledge of such things. In searching out the best place to "park my boat" I began discovering that, not only was there a difference in fees, but in

fact there was a difference in cultures. As those smarter than me know a Marina is a business. They pay when things need fixing and you pay for everything that you do or need there. We opted for the Yacht Club style. We were attracted by the fact that we are all responsible and all take part in the well being of our surroundings. Queen City added to that a wonderful sense of tradition with our finely tuned procedures for launching and hauling and our space efficient Mediterranean mooring system. Naturally both of these "features" scared the hell out of us in the beginning but the immediate camaraderie that is felt in this setting goes a long way to ease those troubles. From the first work party I knew this was the place for us.

The first year we began to cruise around the lake we noticed that this sense of camaraderie didn't end at Queen City. As we traveled around, consulting our trusty Ports Guide, we discovered that other Yacht Clubs extended the same warm welcome as Queen City simply by virtue of the fact we were members of a Yacht Club! We had a wonderful time and made a number of new friends around the lake. I believe this is (or should be) the heart and spirit of Yacht Clubs. Together we share something that can't be had from the Marina lifestyle. I'm told in the not-so-distant past it was actually unheard of that you would pay anything when visiting other clubs. That would not be considered a welcoming spirit. Of course traditions change, people forget and sometime it's just a case of us losing site of what is truly important.

Not so long ago a few clubs "pioneered" the idea of charging other Yacht Clubs for extended stays. Soon it became normal to have to pay for a second night visit. Some rebels held on. They didn't believe charging visitors was the right thing to do. I believe these are the people that eventually pioneered the phrase "true reciprocal" which would have been their way of saying they don't believe in charging but they'll take your money if you take theirs. Of course time goes on and people forget. Traditions change. Today we think it's normal to get the first night free and pay a minimal amount on subsequent nights. Because it's normal we accept it and continue to be welcomed when we visit other Yacht Clubs.

## Fluff and Beyond

*I have heard the sighs and groans of islanders with fluffy homes -  
And fluffy decks and fluffy hair and fluffy drinks and fluffy air*

*But I recall (with more chagrin than any fluff-ball blowing in)  
The horror of  
The sticky bud.*

*With snickety feet I have walked across a yellow-green adhesive scene  
To curl the blood.  
The sticky bud.*

*Singly or in velcro'd knot, they spoil a paradisal spot.  
A tacky flood!  
The sticky bud.*

*Between my toes, inside my socks, on boardwalk, beach and break-  
wall  
rocks!  
The brilliant stain of sticky rain, adhesive mud!  
The sticky bud.*

*From Saskatchewan I send this verse, the homeland of the biblical  
curse  
Of blizzard and hail and tornado and flood.*

*Nothing compared to the sticky bud!*

Maureen Heath (who grew up on the island)

A few years ago Queen City decided to become pioneers once again. You see, now that we have to charge visitors in order to be normal we created new problems for ourselves. We have to have a method of monitoring what visitors are here and for how long. We need a method of collecting if they stay longer than the first night. Our Officer of the Day program was too dysfunctional to handle this with any degree of accuracy and we were losing some precious dollars. All of the other normal Yacht Clubs faced similar problems. We came up with the easy fix. Simply charge the first night. Of course since we did nothing to fix the Officer of the Day program we continue to have the same problem on extended stays. The positive side is that we get paid by every visitor, even if they are only staying one night. More cash for us! To help justify this we invented the term "Destination Club". A phrase only truly understood by a handful of people. You see we have something that other clubs don't have. Here we are in our quiet park surroundings and only ten minutes from a bustling city. It's certainly an attractive location. That would be why we're willing to pay higher than average fees to be in the inner harbour. That would be why people want to visit us (that and our warm welcoming spirit). We come here to relax and enjoy. Queen City is our toy. We should be proud of what we have. We should all work to maintain it. We should remember our first lesson so many years ago. We should share our toys!



# *Caring for the Environment is a Matter of Waste!*

ANITA BOUDREAU



*QCYC speed demon stealth vehicle for cutting the grass and handling waste,  
shown here in front of the trash compound, a place for members to go when they want a moment of quiet and meditation.*

One of QCYC's most appealing qualities is its unique park setting on the Toronto Islands. Protecting this very valuable resource and minimizing our footprint means that we'll be able to preserve it for generations to follow. One important way we can all play a role is to take responsibility for the waste we generate.

There are a number of enclosed household waste and recycling areas throughout the club. It costs the club to dispose of the waste and the recyclables, so try to find ways to reduce your waste – some members bring reusable containers, others take their garbage back home for disposal with their weekly pick-up.

More recently, the club is planning to establish a dedicated Hazardous Wastes Storage Area (HWSA). It will help ensure that there aren't any accidental spills of hazardous waste into the environment. In addition, if these substances are not stored properly, they can be flammable and pose a risk of explosion. So it's important that we follow the guidelines for the proper handling and storage of these substances.

The HWSA has several 45-gallon steel drums for the disposal of a number of hazardous substances. Each drum is labeled to ensure the separation of substances such as:

- Flammable: e.g. thinners, solvents, gasoline, waste oil, bottom/hull paint
- Poisonous: e.g. antifreeze, paint
- Compressed Gases: such as aerosol cans small propane cylinders.

There are also containers for batteries and propane tanks which must be stored off the ground on a skid or platform to ensure they don't leach into the soil.

The hazardous wastes are picked up by the City of Toronto's "Toxic Taxi" program.

To help educate members, the club will be soon be publishing a brochure about how to identify and handle the various types of hazardous waste. (LIST PEOPLE WHO WERE INVOLVED IN ITS DEVELOPMENT)

If you are interested in helping out with the HWSA or if you would like more information, please contact the Club Manager ([office@qcy.ca](mailto:office@qcy.ca)) or the QCYC Grounds Chair ([grounds@qcy.ca](mailto:grounds@qcy.ca)).



## Identifying Hazardous Waste

Hazardous Wastes are products labeled with one or more of the following symbols:



Corrosive: destroys human tissue and metals (e.g. oven and toilet bowl cleaners).



Flammable: causes or enhances fires (e.g. lighter fluid, spot and paint removers).



Explosive: reacts violently or causes explosions (e.g. aerosol cans, propane tanks).



Poison: toxic and even in small quantities may be lethal if ingested (e.g. rat poison pesticides, bleach).

Other: Many materials used for repair and maintenance of boats are not considered household materials and are labeled in accordance with the Workplace Hazardous materials Information System (WHIMS) due to their highly hazardous nature. For example, epoxy resin hardeners, hydrogen peroxide and even strong cleaners, such as Oxy Clean, are classified as Oxidizers and can combust when mixed with any flammable liquid such as gasoline or flammable aerosol.

### *QCYC Do's and Don'ts of Handling Hazardous Waste*

#### DO

- Clearly label your waste container
- If possible, try to use the original container for disposal. If not, ensure the container is suitable for disposal – for example, some solvents can dissolve plastic.
- Use the appropriate drum for your type of waste.
- Report any spills in or around the Hazardous Waste Storage Area to the QCYC Club Manager or Grounds Chair.
- Remember to replace locking covers on the drums after you are finished placing the waste material in the appropriate drum.

#### DON'T

- Don't throw hazardous waste in with your household garbage.
- Don't pour solvent and other types of liquid hazardous waste down the drain.
- Don't mix different waste classes together.
- Don't put empty paint cans in the Hazardous Waste Storage Area. Empty cans can be dried and disposed with the regular household garbage.



**QCYC proudly presents:**

## *Women in Wind*

**Friday July 15th 8:00 pm  
in the Great Hall**

Meet Jennifer Proven;  
2004 Olympic Team Member  
and Canadian National Sailing  
Team Member Martha Henderson.

Come and hear first hand what it takes to be a part of a winning team. Optimize your crew's performance and enjoyment whether racing or cruising with family and friends. Learn from these inspiring women as they share with us their personal Olympic experience both on and off the water.

All reciprocating yacht club members are welcome and encouraged to enjoy dinner in our dining room before the presentation.

This event is "Pay What You Can" at the door with all proceeds going to the aspiring female Olympic athletes of the Canadian Sailing Team

For more info: [chariwsr@qcy.ca](mailto:chariwsr@qcy.ca) or check out [www.qcy.ca](http://www.qcy.ca)



## Who's the

Here's the lowdown to the great help at the club this year, unfortunately it's not complete so there will be a small addendum next issue.



### *Harry Howard*

**Position:** Club Manager  
**Origins:** Toronto  
**Where I'd rather be:** home in Deseronto  
**Favourite film:** Motorcycle Diaries



### *AJ*

**Position:** Office  
**Origins:** Ottawa, Trinidad & New York  
**Where I'd rather be:** a beach in Cuba  
**Dreams:** to create a Canadian Art Magazine



### *Peter Howard*

**Position:** Head Junior Club Instructor  
**Origins:** grew up sailing on a boat  
**Fav Book:** 100 Years of Solitude  
**Offseason:** doing a Masters in Sustainable Management

### *Dave Dill*

**Position:** Head Maintenance  
**Origins:** Toronto  
**Favourite films:** The Last Waltz by The Band  
**Dream:** to survive another year!



### *Bob Mountjoy*

**Position:** Chief Tender Captain  
**Origins:** Toronto  
**Where I'd rather be:** retired!  
**Favourite films:** An Officer and a Gentleman and I always cry at the end of West Side Story



### *David Hendriks*

**Position:** Tender Captain  
**Origins:** Jamaica  
**Where I'd rather be:** somewhere warm  
**Favourite films:** Clint Eastwoods the man!



### *Chris Dilillo*

**Position:** Tender Captain  
**Origins:** Oakville  
**During Offseason:** at Georgian College studying Marine Navigation  
**Dream:** To be the Captain of the Love Boat



### *Alex Rounthwaite*

**Position:** Maintenance Staff  
**Origins:** Georgian Bay  
**Position:** Restaurant  
**Interest:** Playing Bach, Jazz and Blues on guitar  
**Where I'd rather be:** retired!



# Club Crew!



*Silke Miller*

**Position:** Restaurant Manager

**Origins:** Toronto

**Where I'd rather be:** with the kids and husband

**Dreams:** To make it rich at the QC



*Rob Miller*

**Position:** Chef

**Origins:** Windsor

**Dreams:** I'm living it!



*Réanne Pohl*

**Position:** Restaurant

**Origins:** Barrie

**Where I'd rather be:** Spain living it up!

**Favourite author:** Patrien Suskin



*Eon Anson*

**Position:** Restaurant

**Origins:** Guyana & Brazil

**Languages:** English, French, Portugese, Assorted Indian languages

**Background:** just returned from touring England, trained as actor and classical Indian dance



*Dave Trudell*

**Position:** Restaurant

**Likes:** Long walks on the beach

**Favourite film:** Pulp Fiction for the 40th time.



*Kevin Donelle*

**Position:** Restaurant

**Interests:** cooking, movies and music

**Dreams:** to own a company, travel to New Zealand



*Dave the Cook*

**Position:** Sous Chef

**Favourite music:** Rock & Roll!



*Kindra Forbes*



## *Dorm by the Bay!* ANNA PRODANO



*Several volunteers from the city come over and are shown here with their loot from Snake Island!*

If you were wondering about the folks walking along the island shoreline picking up bags of litter every spring, they are volunteers that take part in the annual Great Canadian Shore Cleanup. It's a countrywide initiative and in a typical year over 20,000 volunteers help clean nearly 500 shoreline sites in each of Canada's ten provinces and three territories fishing up over 50,000 kilograms of trash and items ranging from Christmas ornaments to a message in a bottle.

On the Island, that effort is organized by the Toronto Bay Initiative (TBI).

TBI is a volunteer based, community action organization formed in 1997 with a mission to work for a "cleaner, greener, healthier Toronto Bay". It does so by working to: improve water quality, regenerate habitat, ensure public access to the water, partner with other watershed groups and educate the public on the ecological importance of Toronto Bay.

With Island environmentalist, Joanna Kidd, as President, a small Board of Directors and committed volunteers, TBI acts as a steward for Toronto Bay, organizing nearly 30 events annually from early Spring to late Fall. The events range from environmental work such as the waterfront cleanup, sand dune restoration on Hanlan's beaches and the maintenance of the Spadina Quay Wetland to the water-

front tours such as the Portlands Bike Tour, Bay Boat Tour and birding and canoeing on the Toronto Island.

Every year scores of TBI volunteers plant thousands of native trees, shrubs and plants in a continuing effort with the City to bring back nature to the waterfront and to restore Toronto's only sand dunes on the Islands. For her leadership in cleanups, habitat restoration and environmental protection Joanna Kidd, won the 2003 Yachtsmen's Spring Thaw Environmental Award. And this year TBI received a City of Toronto 2005 Green Award of Excellence from Mayor Miller.

TBI could not contribute to the community without hours of volunteer help and creative fundraising efforts. TBI welcomes new members and volunteers to its Board as well as participants in its projects and plating events. Find out more about TBI at [www.torontobay.net](http://www.torontobay.net) or call the office at (416) 598-2277 to receive its 2005 Summer and Fall Calendar of Events.

*Anna Prodanou adapted this article from a longer version she wrote for the Waterfront magazine. She is a member of QCYC and a board member of the Toronto Bay Initiative.*

*(ed note: Next year there will shoreline cleanup at the club, this coincidentally tends to fall on one of our work days)*



# Communications

GLEN NEWBURY



Summer's here and with a force! I can't think of a better June to be out sailing since I joined the club. In fact, George and Veronica (who share a dock with me) remind me of that everytime it's 35°C and I crawl out of my boat covered in assorted toxic chemicals from redoing the interior. I must thank them for all the cold beer and water that's kept me hydrated throughout!

You'll find an article I've put in this clipper on bikes on the tender. It hasn't been put in to stir up a storm or pontificate, but more to address why issues of debate within the club arise, how to deal with them, how we have different interests in the club and why that's a good thing. Personally I think we have a happier, healthier club than ever so it's more about addressing ways to keep it that way.

So it's summer and you're in the most vibrant club in the harbour of one of the most vibrant cities in the world. Remember to look around to club events but also, you're only a few minutes away from concerts on Olympic Island ([www.olympicisland.com](http://www.olympicisland.com)) (rumour has it there will even be a Jazz festival there), weekly festivals at Harbourfront (<http://www.harbourfront-centre.com/>), a Distillery District that just keeps getting better (<http://www.thedistillerydistrict.com/>) or if you're extremely young at heart, Wakefest ([www.wakefest.ca](http://www.wakefest.ca)).

To cool down remember to check out [www.torontobeach.ca](http://www.torontobeach.ca) for the latest conditions on beaches. As of June 27th Ward's Beach water is excellent but there have been a few beach closings so far this year.

As always, I'm eager to get Clipper contributions. I've tried to focus on environmental issues this time, next issue will focus on issues around Women and sailing so please submit if you want something in the Clipper!

Lastly, I'd like to give thanks to Martin Snelgrove for stepping up to bat as our new webmaster and David Hartman who is stepping down to go cruising for the next two years (hmmm, some people can't get their priorities straight!).

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# Planning

STEVE BEHAL



Since I last communicated with y'all we have acquired 'wish lists' from the board. Soon it will be your turn to express the 'culture' you wish your club to have in the future. This is all an integral part of planning for tomorrow.

As members of QCYC, we all have a deep personal interest in the health and future of our club. It is our cottage? after all! And most of our members are always thinking of ways to preserve and/or improve

our unique community.

As a small club we are restricted with very limited resources and numerous timely challenges. It is becoming increasingly important to prudently plan our future while the rest of the board deals with day to day operations.

This phase of 'planning' is to gain a clear perspective our membership, your wishes, with regards to how you see your club tomorrow:

- (a) The heritage and culture of Queen City, our strengths and our weaknesses ... how do we define ourselves collectively?
- (b) How does the club need to evolve to survive in an increasingly competitive marketplace? How large a club do we want/need to become to be viable?
- (c) What sacrifices and commitments are acceptable? Do you want to pay more or do more ... to get more? We have to make some serious choices.

These are some of the important (and controversial issues) we will be tackling over the next few months as we attempt to build a foundation from which we can grow. To create a vision and a financial plan are equally important and now is the time.

We want and WE NEED your input. The planning committee is currently compiling a 'futures questionnaire' for the next CLIPPER. Your 'wish list'.

So stay tuned. We aim to plan!



## Congratulations

go to James Bond and Ade Dunn (of Blythe Spirit) and for bringing another fine sailor into the World!

QCYC welcomes Clare Abigale Dunn Bond born Wed. June 22, 2005 11:16 am 7 lbs



# A Perspective on Bikes on the Tender

GLEN NEWBURY

To start with, I definitely have an opinion on bicycles. Apologies that my board position gives me this opportunity to pontificate a bit, but this article is meant to be more about communications at the club and how we deal with our different visions of what the club should be.

I've spent a few weeks thinking about how to address this issue. Sometimes issues go away, sometimes they're coming from two or three cranky people so you take it with a grain of salt, but in May at least thirteen people were upset and complained to me. They complained about the tension of having criticism directed at them for having bikes on the tender.

Now of course they're talking to me because I'm a board member and a cyclist. In fact, cycling is probably more important to me than sailing. Cycling is how I get most of my daily exercise, how I do my shopping, it's how I save a few thousand a year in car costs and it's how I do my best not to contribute to Toronto's smog. So obviously I'm going to have an opinion and I'm also going to get a skewed sampling of the club members that will talk to me about the issue - the cyclists primarily.

Non-cyclists are less likely to complain to me directly about bicycles because they're probably afraid of not receiving a sympathetic ear, but during this period I was hearing many various complaints. Some said the bikes were ugly on the tender (to some extent I agree, but then I find cars much uglier), others said they were dangerous on the tender (and here again, I agree if they cover access to the door), two people said they shouldn't be allowed on the tender (I disagree strongly) and one person said that Senior member interests had to be looked after before Associates (I disagree in principle to this, but also, on counting bikes found that most cyclists are Senior members, a lot of whom are very active or have been vital to the club over the years).

So far, the number of bikes that haven't made it onto the tender is very limited. Also, reinstating a 5:45 tender (done to accommodate all members) has lessened the heaviest bike traffic and reduced most of the comments.

When you're on a board that has defined tasks you want to step softly on other members' jurisdictions, it's their burden and you want to respect and help them with their decisions where you can



*Ian Trites, one of our most recent additions to Senior Membership, seen here loading his bike on the tender.*

and not create problems for them when you feel they're doing a good job. Fleet is Jim's portfolio and in the two years on the board and he's made good decisions under his portfolio, I wouldn't want to hinder his ability to do a good job.

To me from the beginning, this seemed fundamentally a Communications (which is primarily responsible for communications within the club as opposed to marketing) and Membership issue which might involve Fleet. If people are rude to each other, complaining a lot or feel persecuted a percentage of them will leave the club. The lake is filled with stagnating clubs often

because of issues around the particularities of various members. I can also think of several families that have left the club over the last decade because they haven't wanted the stress of dealing with rude club members. Asking several other Senior members, they could think of similar examples of people who had left the club as well. An Associate said to me last month, why bother with the stress of having someone complain to you at the end of the day. Senior members are less likely to question whether to be members because owning boats create a stronger reason to belong to the club, that being said, some Seniors have moved for similar reasons over the years.

Two other examples in the last few years, there was a lot of grumbling about the tender purchase and the docks. The issues around future growth of docks hasn't been resolved by any means but the grumbling sure has lessened this year. The issue is calmer because it's out in the open (with Bruce's town hall meetings and a more extended open planning process) and people can talk about it in a more relaxed way now.

So why do people, including myself, get upset about things? Outside of our inability to forget the city, around the club it's usually because an issue impedes our sense of enjoyment of the club or the concern that it might do so in the future.

By belonging to a club, we've made a choice of community and we all have a different sense of what that enjoyment is. My form of enjoyment comes on more than one hull, doesn't like smoking and is filled with joy seeing bikes on the tender as the city sees too many smog days. Others find joy by working long hours in the yard then drinking rum by the lockers, others love sailing, others socializing, racing, wearing blue suits, watching the sunset, playing



with tools, being on the race committee, reading on the back of their boat, are suckers for boring meetings and of course any combination thereof. We're also here because we feel a sense of home with the club, it's our community, summer cottage and 8 minute getaway from the city.

In a vibrant community all these forms of fun co-exist, intertwine and create synergy - that is the parts add up to a larger whole. In fact, whether we're talking about a city or a microcosm like the club, many economists and planners like current day Amartya Sen & Jane Jacobs right back to 4th century BC economists insist that when you try to limit the types of behavior of a group instead of encouraging different interests you get stagnation of cultures and economies. Diverse interests create healthy communities. I think the number of events and larger variation in ages and womens' involvement at the club reflect that.

Complaining at the club or in any community is a healthy thing. It's a dialog of interests and visions of what the club should be and signifies a desire for involvement in that vision. My hope is that different visions of the club are respected as are different people. Not to treat each other at the club with friendliness in the long run is only unhealthy for the club and if the largest contentious issue this year is people complaining about bikes on the tender, or cyclists being abrasive to squeeze onto a crowded tender, then the club is doing great!

That being said, I'd like to ask the cyclists, if the tender is crowded, to fold up the baskets on your bicycles and remove your panniers to make more room, both for people and for other bicycles.

Also, try to arrive a couple of minutes early (and I'm certainly guilty of being slow to get going in the morning) so you can load first. If the tender driver says there isn't room, respect it, but it's not going to happen often. To non-cyclists I'd ask before you get on to look behind you to see if the bicycles are loaded. Loading will be faster and easier if bicycles and bundle buggies are loaded first and come off last.

The ferry, by placing island residents together for a few minutes each day, is the largest single factor contributing to a strong island community. So too is our tender our best way to greet new members, welcome strangers to the club, say hi to one another and loosen up for a few minutes as we leave the city. It helps create a strong club.

So squeeze in, debate the issues, respect one another and remember our largest vision here should be to have fun, enjoy the sunset, enjoy friends and go for a sail!

## Who is this Person Contest?

### Win a Pint!

If you know what this person does, send your answer to [communications@qcyc.ca](mailto:communications@qcyc.ca) by July 20th.

In the event of more than one correct answer a draw will take place July 20th and the winner shall be informed. Contest open only to those 19 years of age and older!



*Some people would say he's the most important contributor to the club.*

## Voo Boo Fluff

*A deck is for enjoyment, of food and rest and thought.  
But this day was a problem; the fluff had called its shot.*

*As I sat down upon my chair, the fluff began to flow.  
It swirled about in raging wind, e-gad! It looked like snow!*

*Mid-sentence it attacked me, I coughed and choked and spit.  
My sleeve, to clear my mouth out, I chewed on just a bit.*

*But sleeve had more upon it, than mouth knew could be so  
So mouth had major problem, and inside I did go.*

*With paper towel solution, I back on deck did sit.  
But Fluffys fun had just begun. With more, would I be hit.*

*The fluff got in my ice cream, it floated in my tea.  
If on the deck a thing was, soon fluff was all you'd see.*

*The fluff got on my barbeque, the fluff got on my toes.  
The fluff got on my fingers, and then got up my nose.*

*Next day began anew, I thought. But so it would not be.  
Soon fluff would do its deed once more. A mess to make of me.*

*Through blizzard of the fluff again, to work I had to go.  
To business so important; things clients had to know!*

*For key address, I'd showered well, and left with my hair wet.  
And fluff obliged, and aged me well, upon my hair it set.*

*I rode to work on bicycle, and dodged each I did spy.  
I dodged them all but one it seemed, which floated in my eye.*

*With pride to say "I missed but one!" the joke I could not see.  
'Twas on my suit to work in, and clients laughed at me.*

*And fluff was in my briefcase, on contents for my show.  
I snapped it open quickly, and "poof" up came the snow.*

*So I had lost. My day destroyed, a looser most sardonic.  
Upon my deck, I sat to drink, my ice-cold fluff and tonic.*

Roger Abbott 14 Fluff Street (formerly, 14 Wyandot, Algonquin Island)



# Q.C.Y.C. Events 2005

Statutory Holiday	July 1, Fri.	Pig Roast Afternoon w/Bierdo Brothers	September 3, Sat.
QCYC Cruise #1 to Oakville Yacht Squadron	July 1-3, Fri.-Sun.	<b>Pig Roast Night w/Now &amp; Then*</b>	September 3, Sat.
Daily Tender Schedule Changes	July 4, Mon.	Statutory Holiday	September 5, Mon.
Learn-to-Sail/Junior Club Session #1	July 4, Mon.	Daily Tender Schedule Changes	September 6, Tues.
Friday 420 Night Race	July 08, Fri.	Deadline for Award Nominations	September 08, Fri.
Women and the Wind/Guest Speakers	July 15, Fri.	Cruise to Etobicoke	September 17/18
Cruise Mimico	July 16/17, Sat. & Sun.	Octoberfest (Allset)	September 24, Sat.
Learn-to-Sail/Junior Club Session #2	July 18, Mon.	Champion of Champions	September 25, Sun.
Friday 420 Night Race	July 22, Fri.	Daily Tender Schedule Changes	September 27, Mon.
QCYC Cruise #2 to Royal Hamilton Yacht Club	July 30-Aug.1, Sat.-Mon.	Last Chance Cup/Award Banquet w/Gist Band*	October 1, Sat.
Statutory Holiday	August 1, Mon.	Statutory Holiday	October 10, Mon.
Learn-to-Sail/Junior Club Session #3	August 02, Mon.	Haul Out	October 15-16, Sat., Sun.
Women Skippers	August 06, Sat.	Haul Out/Pot Luck	Oct. 22, Sat.
Cruise from ABYC	August 7-8, Sat.-Sun.	Haul Out (if required)	Oct. 23, Sun.
<b>Bob or Doug's Lobsterfest* w/Tim Bovaconti</b>	August 13, Sat.	Daily Tender Schedule Ends	Oct. 23, Sun.
Learn-to-Sail/Junior Club Session #4	August 15, Mon.	Weekend Tender Schedule	Oct. 29-30, Sat., Sun.
Junior Club Banquet	August 25, Fri.	Weekend Tender Schedule	November 5-6, Sat., Sun.
Deadline to Return Trophies	September 1, Wed.	Weekend Tender Operations	November 12-13, Sat., Sun.
<b>Corn &amp; Weenie Roast</b>	September 2, Fri.	Annual General Meeting	November 25, Fri.

**BOLD = Minimum Billing event**

## Family Events @ the QCYC!

### Family Movie Night-Friday, July 15, Snug Bar

All are welcome to come out and enjoy a family-friendly movie, popcorn, games. (Please note parental supervision is required).

This is the first of a series of family events. Mark this date and these other family/kid friendly events on your calendar. Details will follow through subsequent Flashes and notices at the Club.

Friday, July 15  
Saturday, August 13  
Friday, August 26  
Friday, Sept. 3  
Saturday, Sept. 4  
Saturday, Sept. 24

Movie/Games Night  
Beach Day/Pirate Day  
Movie/Games Night  
Kids' Camp-out for Corn/Weenie Roast  
Pig Roast (as always, this is a great family event)  
Kids' Club Clean Up

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A & C  
Society



*The Canadian Marine Archives and Collections Society*

# EXTINCT

Being extinct is a powerful concept. When something no longer exists as it previously had, it is gone, never again to return in the same form. After a while, it's almost as if it never existed, except for those events fortunate enough to receive a place in history or a stint as the protagonist in a legend. So it could be with most of Canada's maritime history.

Well, fortunately for us, there is a body of people collecting knowledge dedicated to preserving a period of time when the water was Canada's only real highway.

The Archives and Collections Society, an almost Victorian name for a rather proactive group determined to preserve maritime history in the form of documents and artifacts concerning Canada's maritime from 1750 to the present. among ACS repository The Canadian Society of Marine Artists has found a home for it's diploma collection of members work.

To ensure this work is known and kept vital. The Society is hosting an evening in Toronto, a show and tell about the ACS Organization's progress so far, the collections already under their protection and their plans for the future For those interested in Canada's Maritime history this will be a must attend



## **The Queen City Yacht Club**

Aug 16, 2005 ,5:45 or 6:15 Algonquin Queen at the foot of Yorkstreet

An Evening with our Collectable History  
A Gourmet summer repast, show of marine Art,  
and a talk on the A&C's collectibles and it's future with CSMA

**Tickets: \$46.00 includes  
Dinner and Speaker  
Marine Art Exhibit**

# Tender Schedule



# Restaurant and Bar

## HOURS OF OPERATION 2005

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 5, 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
8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45
					9:15	9:15	9:15
					9:45	9:45	9:45
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*
12:15	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	1:15
2:15*	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	4:15
	4:45						
5:15	5:15	5:15	5:15	5:15	5:15	5:15	5:15
5:45	5:45	5:45	5:45	5:45			
6:15	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	7:15
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9:15	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	10:15
	10:45						
	11:15	11:15	11:15	11:15	11:15	(11:15)	
					12:15		
<b>Special Events</b>					(1:15)		
*Robbins Freight Runs (++) Sunday preceding a holiday Monday							

	<u>Restaurant</u>	<u>Bar</u>
Approx. Dates	May 20 - Sept. 18	May 20 - Sept. 18
Monday	Closed	Closed
Tuesday	5:00 pm - 9:00 pm	4:00 pm - 10:00 pm
Wednesday	5:00 pm - 10:00 pm	3:00 noon - 11:00 pm
Thursday	5:00 pm - 9:00 pm	4:00 pm - 11:00 pm
Friday	5:00 pm - 10:00 pm	4:00 pm - 12:00 midnight
Saturday	9:00 am - 10:00 pm	12:00 noon - 12:00 mid.*
Sunday	9:00 am - 10:00 pm	12:00 noon - 10:00 pm
Statutory Holidays - Sunday Hours		
* 1:00 am closing on nights when functions are held.		



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