



CLIPPER

Queen City Yacht Club

October 2005

***Twilight on Another
Fine Season at QCYC.***



Photo by Ken Goodings

“One day people in the city are going to realize what a beautiful place it is over here, until then, lets enjoy the peace.”
Tony Araujo quote during a relaxing tender ride.



QCYC Info

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

TEL 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

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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
Martin Snelgrove R 416.276.0222 E webmaster@qcyc.ca

QCYC FLASH
Laurence Concannon E lj2000can@yahoo.ca

Communications

GLEN NEWBURY



Thank you for the fine honour of serving another year on the board, it's always an education!

Thanks to Gene Jackson, Anita Boudreau, Susan Rollinson, my awesome wife Elana White and all the others who helped this year!

Bring on the fall winds!

QCYC Board 2005

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

VICE COMMODORE
TONY PITTS
vice_commodore@qcyc.ca
Res 416.360.0624
Bus 416.506.8888x 2201
Fax 416.506.9610

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

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

TREASURER
PAT WHETUNG
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

PAST 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



Commodore

DWIGHT HAMILTON



As usual, the summer has come and gone all too quickly. What great weather we had and the sailing was some of the best I can ever remember. Alas, Haul Out is only a few weeks away and many of us are already beginning the process of shutting our boats down. Not altogether a sad time, but certainly not one to cheer about.

The board of Directors and the club membership faced a number of challenges this year, and some of

them are on going. Thanks mainly to Steve Hills and Laurence Concannon the work on the railway is mostly complete. It took the efforts of a lot of folks to accomplish this and my thanks go out to all who participated.

But not all went as well as the railway. A fire in the clubhouse set us back. The Board has delayed several projects from going ahead until we see the fall out from the fire. We'll have a better idea in the next few weeks what the financial impact on the club is going to be and how we are going to deal with it.

We set up a building committee to deal with the issues created by the fire and the finance committee we set up earlier this year will deal with the long-term financial implications.

We will have more to report in the coming weeks and my hope is to have a complete report on exactly what's happening by the AGM. My thanks go to Steve Hills and Tony Pitts for their support and active participation during this awkward time.

If this weren't enough, Harry Howard our club Manager is leaving us. We are currently hunting for another Manager. Garry Baker is currently co-coordinating this search with help from Violet Couch (Rose Of May) a human resources professional.

The fire also impacted Allset Catering. But true to the spirit of Rob and Silka, they have carried on and managed to keep a makeshift kitchen open at key times in spite of loosing money due mainly to a huge drop in sales. I can't say enough about how well they have handled this problem. We will be working with them to insure the family atmosphere they have brought to the club is kept intact for next year.

The Annual General Meeting will be coming up in November. It's at this time you will be asked to elect a new Board of Directors, hear final reports for this past year, and to consider issues that may surface at that time. I urge you to participate in this process. A number of important reports will also be presented including the terms of our new Lease with the City of Toronto. Please attend.

Vice Commodore

TONY PITTS



The 2005 sailing season is drawing to a close and we will remember this summer as one of the best that we have enjoyed in some time. The club fire in August has been a setback, but as I mentioned in the previous Clipper, this is an opportunity to improve our club facilities and move forward as a club.

We have achieved many successes over the year. Following are some highlights:

- Financial – thanks to the collective effort of the Board to control expenses and the diligence of Pat Whetung, our Treasurer, we will realize a positive financial position at year-end.
- Racing and Cruising Program – the promotion of racing and recreational sailing is one of the primary purposes of the club and thanks to Graham Dougall and the Race Committee, there was a full racing schedule including the LORC regatta in the spring. Elaine Patterson and Norm Dilworth organized another successful cruising program with five cruises over the summer – thanks Elaine and Norm
- Club Projects – there were a number of important club projects completed this year. The prime one was replacing the railway. This was a mammoth task that was completed thanks to Steve Hills and the assistance of Laurence Concannon. Other projects included the replacement and finishing of the clubhouse windows and the upgrading of the waste disposal compound.
- Junior Club – we enjoyed another successful year with the Junior Club with improved attendance and participation – thanks go to Jonathan Moles, Peter Howard, the head instructor, and Steve Cutting.
- Membership – the full moorings in the lagoon attest to the hard work of Geoff Heathcote and his committee – it is great to see the continued influx of new and younger members with families.
- Entertainment – Veronica James provided a fabulous entertainment program that continues despite the difficulty of the fire – the music was great
- Communications – Glen Newbury does a fabulous job – the quality and content of the Clippers is outstanding and Glen contributes his talents in many other ways
- New Manager – It is with regret that Harry Howard is leaving the club after serving many years as Manager. This was inevitable after his move to Deseronto. Harry, in his quiet way, effectively ran

cont. bottom right page 5



Nav Light Quiz

BY LYNN KAAK

Here's a little quiz for all of us who may, or may not, sail at night. Do you really know what those lights out there mean? Try this quiz and see how well you do. Check the answers

In all of these questions, assume that you are sailing at night. You may also assume that the lights described have something to do with boat lights, lights on buoys or anything else of importance to sailors.

- Up ahead of you, you see a single white light. What can this be indicating?
 - It is the stern light of another boat
 - It is an anchor light of another boat
 - It is the steaming light of another boat
 - A and B
- You see a red light flashing every 4 seconds, or 15 times a minute, ahead of you. It is more than likely indicating:
 - The port light of another boat
 - The starboard light of another boat
 - A starboard hand bouy (red bouy)
 - Four way stop
- You see a vessel showing a green light and two white lights (one above the other). What does this mean?
 - The vessel is towing or has limited mobility – avoid it
 - Fishing vessel
 - A vessel under sail
 - “We are out of rum... please send supplies”
- Up ahead is a white flashing light. It flashes 6 times quickly, then one longer flash.
 - South Cardinal bouy
 - Keep Out Bouy
 - “The party is over here”
 - Freighter
- You see a green light, not flashing, ahead of you.
 - A port hand (green) bouy
 - The starboard light of a vessel under sail
 - The port light of a vessel under power
 - You missed your turning point on the GPS and are now in downtown Whitby
- There are blue flashing lights coming towards you
 - Police or government-type boats
 - Harbour party boat
 - Fishing vessel
 - Snow Plow

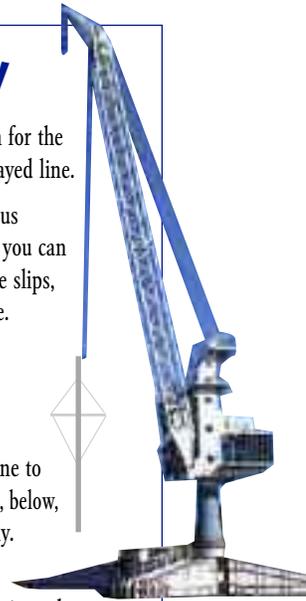
Answers

- D) It could be the stern light of another vessel, or it could be someone's anchor light. Regardless of whether you know for sure or not, you are responsible for not hitting the other boat (i.e. it has the right of way)
- C) This is the “typical” light pattern of a starboard hand bouy. Of course, these can be different, but your chart for the area will tell what's what.
- A) You may see this on some of the harbour tour boats as they are going through the channels, but it may also be shown by a vessel towing or being towed. You can also use it if you are towing.
- A) South Cardinal bouy – the safe water is to the south of that light. The same type that guards Peter's Rock between Port Hope and Cobourg.
- B) Vessels under power need to have a steaming light (white) showing, as well as the other navigation lights
- A) If they are coming towards you, it is too late to worry if your flares are out of date, or that you have way too much American alcohol on your boat as you return from Wilson.

There are many more possibilities, but this is just a brief quiz for the types of things we are likely to see around Lake Ontario. Happy sailing

Mast Crane Safety

- Use a line that is long enough and strong enough for the job of safely lifting the mast. Don't use an old, frayed line. Make sure the line is long enough to tie a generous bowline at the upper end with a tail on it so that you can add a stopper knot to the tail, then if the bowline slips, the stopper knot will keep it from coming undone. (Thanks for the tip, Freddie Mayerhofer.)
- Ensure that the loop won't slip out of the crane's hook. Secure it with light line or tape.
- At the bottom of the mast, don't just attach the line to a cleat. Wrap the line several times around the mast, below, or through the gooseneck fitting and knot it firmly.
- Make absolutely sure the person operating the crane is experienced if not, get help from an experienced member.
- Don't let anyone stand under the mast while it is elevated.
- Make sure communication between the crane operator and the person on the boat holding the mast is clear and easily heard.
- Keep dogs, children and anyone else who's not directly involved away from the work area.
- When the mast is being hoisted or lowered, make sure the winch operator does NOT take his hands off the winch handle. Don't rely only on the brake.
- Enjoy your favourite libation after the work is complete. Have a safe takedown and storage.





Birds on the Island

GLEN NEWBURY



Photo Susan Rollison

Several weeks ago I was on George and Veronica's boat. They were once again doing their best keeping me hydrated with beer (thanks!) as I worked on the boat when lo and behold an enormous Whooping Crane flew overhead (as bird watcher Laurence rightly points out, not shown above)!

This is the first time in fourteen years on the Island I've ever seen one. Veronica says she sees them pretty much every year. This led me to thinking about the number of birds I see on the Island on a regular basis. Coincidentally, the Toronto Bay Initiative had just had a bird watching day on the island, they were kind enough to allow us to reprint this list of birds they saw on a single morning in June:

- Double-crested Cormorant
- Black-crowned Night Heron
- Canada Goose
- Mute Swan
- Gadwall
- Mallard, Long-tailed Duck
- Cooper's Hawk
- Killdeer
- Whimbrel
- Ring-billed Gull
- Herring Gull
- Caspian Tern
- Common Tern
- Rock Pigeon
- Mourning Dove
- Downy Woodpecker
- Eastern Wood Pewee, Least
- Flycatcher, Great Crested
- Flycatcher (nest hole)
- Eastern Kingbird
- Warbling Vireo
- Red-eyed Vireo
- Philadelphia Vireo
- Blue Jay
- American Crow
- Tree Swallow
- Barn Swallow
- Black-capped Chickadee
- Blue-gray Gnatcatcher (+ nest)
- Swainson's Thrush
- American Robin
- Gray Catbird
- European Starling
- Cedar Waxwing
- Yellow Warbler
- Magnolia Warbler
- Black-throated Green Warbler
- American Redstart
- Common Yellowthroat
- Canada Warbler
- Chipping Sparrow
- Song Sparrow
- Northern Cardinal
- Redwinged Blackbird
- Common Grackle
- Brown-headed Cowbird
- Baltimore Oriole
- American Goldfinch
- House Sparrow

Treasurer

PAT WHETUNG



At the beginning of each new term for the Board of Directors we set the budget. The budget includes both the operating and capital portions of expenditures and expected revenue. There is a conservative approach. This year's budget projected a small surplus of 20 thousand dollars. We knew this left very little 'wiggle room' for emergencies or unbudgeted items.

The good news is that your board has carefully monitored the finances as a whole and for their own departments. As a result, income looks to be slightly more than anticipated and expenses have been lower. Most of our savings have been in the planned capital expenses as not all approved projects were started or completed. Directors judiciously weighed the cash flow along with the timing and energy (manpower) before starting larger projects.

Then, August arrived with the kitchen fire.

The board agreed that all capital projects would be suspended with the exception of the railway reconstruction. This massive undertaking will very likely come in under the budgeted expense. That's the good news.

As September 30 approaches, we prepare the books to be closed for 2005 and begin the process for the financial review. The financial papers will be sent out with the notice to the AGM. By then, we should have the rebuilding report and the new board will have most of the capital projects for next year dictated by that report. October 1st marks the beginning of the financial New Year.

A friendly reminder: Fall bills are due before haul out. In order to retain your mooring, all accounts must be paid before December 31st.

Tony Pitts, continued from Page 3

the day-to-day operations of the club. This required him to face and react to many different situations. Harry's last day is November 15. We will miss him and the many talents that he had to offer – smooth sailing Harry! We are in the process of hiring a new manager and should have someone in place before the end of the season.

Finally, I would be remiss if I didn't recognize the members of the Board. These are volunteer positions and everyone puts in an enormous effort on behalf of the membership.



GREG POOLE (FAR RIGHT) AND HIS WIFE SHANNAN ON THEIR WEDDING DAY AT QCYC

Boat Name/Type:

My Star is not officially named yet, but I'm considering 'MT' as in, "my beer is nearly MT" (pronounced 'empty')!

Fav. Destination:

Auckland, New Zealand: I lived there for 1 1/2 years, just down from the Royal New Zealand Yacht Squadron. I used to race three days a week.

Why QCYC:

The Star fleet - there are six to eight boats out on a consistent basis every week. The club also has a friendly, helpful bunch of lads and lasses!

Other Interests:

Wine tasting - I used to work in that industry and actually met my wife while in the business.



RONIT, COLIN, DAN & JACK MINCHOM

Boat Name/Type:

SummerWind/
Beneteau 33

Favourite Sailing Destination:

Currently around the Islands, but our dream is to take SummerWind to the Caribbean.

Why QCYC?: The ability to have refuge from a floating cottage in the city, along with the family friendliness we discovered when visiting the club over the last couple of years.

Other Interests: Is there anything apart from sailing/boating? For Dan and Jack: guitar, drums. The Simpsons and every computerised game going. For Mom and Dad: theatre, music, Pilates and swimming and the absence of computer games.



STEPHANIE SWATKOW AND KITA

Boat Name: I don't have a boat at the moment, however, having fallen in love with the sailing culture, I hope to have one eventually.

Favourite Sailing Destination: QCYC!

Why QCYC: I joined QCYC due to the influence of my lovely boyfriend, Christopher Perdue.

Other Interests: I enjoy spending time at my cottage in Muskoka, cooking, entertaining and traveling.



PAUL NELSON
Favourite Sailing Destination:

So far, the Killarney area, although I dream of tackling the "circle route" (i.e. Great Lakes-Mississippi-Gulf to Intercoastal to Hudson\Erie System to Great Lakes) or the canal/river routes across Europe.

Reason to Join QCYC:

To participate with the family in the excitement of owning a boat and sailing Lake Ontario.



BEN, GRAINNE, RYAN, AMY & BRENDAN FORREST

Boat Name/Type:

Taliesin/Hunter 36.

Favourite Sailing Destination:

St. Vincent and the Grenadines.

Reason to join the QCYC: Great location; informal and friendly atmosphere.

Other Interests: downhill skiing, camping/canoeing, bridge.

Winter on the Island



photo by Susan Rollinson

The Toronto Islands are probably the most peaceful place in the city in the winter . An afternoon of skating, cross country skiing or strolling can often be spent without seeing a single other person. So if your missing the club in February, why not use the Snug Room as a base to warm up and spend a wonderful day on the island!



Dave Dill

Dave Dill after six loyal years of service with the clubs has decided to move on to new horizons. Best wishes and thanks for a job well done Dave!

Kris & Tracey Get Married!



Unfortunately in the flurry of wedding preparations, no pictures were taken of Kris and Tracey together!

Shown here instead is Kris (right) giving out prizes for the best dressed 'drag' attire. Kris also left most of the women envious over his awesome wedding gown.

RIC LITTLE

Boat Name/Type: "The Invisible"/it fits in my tub.

Favourite Destination: Around the world of the QCYC.

Why QCYC: To sail and to have fun.

Reason to Join QCYC: To down a few brew and dance like crazy with Carol!

Other Reason: Where else would one want to be in the summer... fall...?



LESLEY DEVLIN

Boat Type: Watson 15ft fibreglass canoe

Fav Boating Destination: Nfld Interior and coastal bay and inlet areas.

Why QCYC: To enjoy the social aspects of membership, as well as do some quiet canoeing in the lagoons.

Other Interests: Nature photography and film documentaries.



SUSAN ROLLINSON

Boat Type: Watson 15ft fibreglass canoe

Favourite Boating Destination: Nfld Interior and coastal bay and inlet areas.

Why QCYC: As a dry sail member -- and a Newfoundlander -- to stay connected to the water and the serenity and to escape from the city and its stresses.

Other Interests: Nature photography and curling.



VICTOR LIND AND HIS WIFE JOAN BIDELE

Boat Type: Necky kayak (banana yellow)

Favourite Boating Destination: Out the sunfish cut, round the RCYC and back to the club without breaking a sweat.

Why QCYC?: To aspire to owning a big boat like the big boys one day.

Other Interests: Riding my Honda ST1100 when I can't go boating.

Doug Miller.. Q.C.Y.C. Hero of the Year!



Photo: Eriks Rugelis

As any good sailor knows, when the wind's at your back, schedules are for landlubbers!

At 0600 on Monday August 2nd, Doug Miller went to wash up at the QCYC clubhouse. Doug was planning to take the 0645 ferry to the city. But on holiday Mondays there is no 0645 ferry - the first ferry is at 0745. Lucky for us that the sailor's instinct to ignore schedules was in full force in Doug that day, because his arrival at the clubhouse meant the fire was discovered just in time to prevent the whole place from burning down.

So the next time you have a pint at the pub, think about the history of fine sailors like Doug that have had something to do with why you're standing where you're standing and treat him or one of the other fine ole sailors to a pint!

JOHN HEATH AND KIM PARKER-HEATH

Boat Name/Type: Rivendell III/Catalina 270LE

Favourite Destination: Just starting to explore... but we love to hear of other people's adventures!

Why QCYC: Great place, great atmosphere - and great people.

Other Interests: Curling, woodworking; quilting, cooking

ALLIE BAXTER & NEIL MCKECHNIE

Boat: Knot JAFS/Shark

Favourite Sailing Destination: We're looking forward to getting out of the Harbour!

Why QCYC?: We're hoping to learn to sail well enough to cruise. Make some new friends!

Other Interests: Travelling and biking.

JACQUELINE CARLSON

Boat Name/Type: Renegade J30 (not yet in Toronto - the primary boat owner is Eric Whan)

Favourite Destination: Have only sailed dinghies in the UK, however, my favourite destinations right now are the western isles of Scotland.

Why QCYC?: To participate with my family in the excitement of owning a boat and sailing Lake Ontario.

A Great Racing Year!



Photo: Whit Webster

It's been a great racing season for the QCYC. Thanks goes to the great team that is out there who week in, week out making sure we have fun, safe races. Shown here is Whit Webster, driver of the mark boat putting out the race marks.

Harry Howard!



As most of you know Harry Howard after 12 years of loyal service to QCYC is leaving his post at the club to pursue other ventures. As we all know Harry's contribution went way beyond the call of duty. We wish him well with his life (& wife Moira) in Deseronto!



On Shooting Sailboats

BY SUSAN ROLLINSON

Who'd have ever thought I would one day belong to a yacht club? I then swore I never wanted to see a sailboat again, let alone belong to a club where sailing is embraced, and I began shooting all the races. So why did I join the QCYC with such enthusiasm? First you have to appreciate the history.

I am a newfie displaced in the big city, in the middle of a big country and miles away from the beloved sea. The hardest part about leaving Nfld is leaving the water but the water is something that goes with me and the thirst for it never goes away. Anytime I am near a reservoir of water, whether a large lake or small puddle, I feel such a sense of spirit and rejuvenation. I did not always feel that way.

It was the third year that was the most difficult in the Physical Education program at Memorial University. The third year is the year of the widely dreaded Outdoor Activities Program. Students drop out in this year as they find it too tough. If you make it through third year, you can make it through anything. I made it through but not without uttering many choice words as I struggled through icy cold water and full body bruises. I vowed never to do it again. Ever!!

This program involved many grueling activities. Four days a week, for two hours each day, we had to alternate sailing and canoeing/kayaking in the fall. We sailed the lasers and dinghies in the rain, in the frost, and in the snow. By the mid to late October, the weather, especially the high winds, was very arduous and a nightmare for someone my size. I was very ill at the time, yet no one knew and I preferred it that way, weighing a very low 80 lbs at 5'2". I had to be tough. Our professor was a short little Irish man, Doc Oc (Dr. O'Connor) with a strong accent and a prominent full beard, and who drilled like a sergeant and worked us like horses. Each day we had to do, on our own, the full rigging of the boat, get out there for two hours and then disassemble everything. The hardest part though, was staying in the boat. Well, within the first few minutes of entry into the boat, there was the unflinching entry into the water followed by the next two hours in and out of the boat, more out than in. I just could not seem to get it right and when I did capsize, more frustrating was being unable to have enough weight to upright the boat and keep it upright as I tried to maneuver in the wind. We could not afford wetsuits so I always wore green garbage bags inside my sneakers and pulled all the way up my legs and tied underneath my wind pants that did absolutely nothing for me given that I was always in the water. And I would go home to the residence and sludge slush squish down the hall where I would undress and dry off. Then it took an hour in the shower to warm up. But I did not give up, not then anyway. We are a hearty breed.

It was the last week in October. Testing time!! Normally, I would skip class at the first sign of a moving flag, but a flag draped around the pole at least gave me hope I might not be in the water for the whole class. I couldn't do this at test time. I think there were about 30 items we had to



pass in total. I remember my hands were numb and blue as it began to lightly snow. The water was like a bucket of ice and in I went. In Nfld, you don't wait for good weather as you could wait forever so class went ahead and I had to be there. I swore at the boat, at the professor and at everything I could see midway through the testing I had had enough! I could not move my fingers and was shivering like crazy so I headed for shore, got out of the boat, planted it near Doc Oc for him to take apart and said "Sir, I've had enough of this and I'm going home." Home I went. Unfinished.

So two years later, I still had an incomplete for this course and could not graduate until I completed the last 16 items of the testing. Again I procrastinated until the last week when finally, the sun shone, the wind died, and I decided to take out the boat and try the test again in 'perfect weather'. I had not been in a boat for two years yet from the moment I got in, everything clicked. I did not fall out, I did not make any errors, and I passed the test. It was Doc Oc who fell out of his boat. That glorious sight I will never forget as no one has ever seen him dip and there was no one else to see it. Then I vowed never so set sail in a sailboat ever again.

But living in Ontario does something to you when your heart remains in the ocean. I would go to the lake and watch the boats whenever I could and then to the island taking photos of the races, landscape, and flora and fauna there. I had never given up on canoeing and kayaking and when I found out I could do that at the club, I was hooked. We bought a canoe and have since really enjoyed the club, it's members, and the photo opportunities it presented. Who knows, maybe some day I will set sail. Doc Oc would be elated and in total disbelief, just as I am. It has been a great first year and I hope for many more to come.

Rear Commodore

GRAHAM DOUGALL



I would like to thank everyone for their help and support in making this year a success. The detailed report from Sailing Committee will be available for this year's Annual General Meeting.

The list of this year's award winners will be posted on the club's web site as of Sunday, October 2nd at:

http://www.qcyc.ca/sailing/racing/racefiles/2005awards_list.pdf

The annual participants' end-of-season meeting will at 1600 on Saturday, October 22nd.



Yard

STEVE HILLS



Most of you know that the railway is basically complete. With the efforts of many of the members under Laurence Concannon's leadership, the rails were re-laid, aligned and bolted together over the course of two work parties. Thanks to Laurence and all of those who participated over the course of this whole project.

We still have a couple of chores to do on the railway, Rick Jackson has replaced the large temporary block at the deep end of the railway that was used for most of last Spring's launch. We will continue to use this one until the permanent sheave is delivered and installed. Other chores still to be done include replacing the wood on the car and re-painting it and tidying up the walkways at either end of the railway. In the spring after the earth has compacted a bit over the winter, it is the intention to put down some form of gravel in between the rails to make the surface less slippery.

While all of the work on the railway was going on, Peter Broecker, Gabe Rybar and Fred Mayerhoffer, worked quietly away near the south gate building us a third mast rack to Tony Araujo's design. Many of you will recall the congestion under the mast crane last spring due to so many masts being stored on horses on the lawn. With the addition of this new mast rack, we will be able to store more masts out of the way and thus giving everyone more room to prepare and raise their masts in the spring. The new rack is a bit shorter than the older covered one so please check the length of your masts and store them in a suitable rack.

Haul Out will take place on the weekends of October 15th-16th and October 22nd -23rd (as required) so mark it on your calendar and dust off the steel toed boots. As usual, everyone who is hauling needs to be there on these weekends so that we can get the boats out as smoothly and efficiently as possible. If anyone can't make it then it's the skipper's obligation to arrange for someone else to take the boat out for them. The standard rules for safety will apply namely no children or dogs in the Yard during haul out and save the cocktails until the end of the day.

Finally as I am in the process of making a plan for the hauling of boats, I would appreciate it if everyone who is not hauling in the Yard for this winter or hauling for the first time please let me know, one more time to make certain I have everyone on the list.

So enjoy the last bit of the season and see you on the 15th.

Safety at Haulout!

- Wear Safety Boots.
- Wear Heavy Work Gloves.
- Never pull a cradle towards you
- Stay alert.
- No Pets or Kids in Yard
- Leave the Drinking til Later.
- When in doubt ask

Planning

STEVE BEHAL



You may have already received your Senior Members' Survey in the mail. If not ... it will arrive shortly.

The Senior Members' Survey is important for Planning to determine directions in attitude. Since the club gains and loses a dozen or so members each year, we can expect significant membership turnover every few years.. As the club grows, and we seem to be heading in that direction, we also have shifts in demands, needs, and expectations. So it is important to know what

you want. It is important to know if our 'culture' is changing with the turnover in population.

For example: I recently had an opportunity to look at the QCYC Constitution. The current one is dated September 1970. It states under General Objectives on page 1 "The objectives of the Club are:- to encourage members to become proficient in the management, control, and handling of their yachts, in navigation, and in all matters pertaining to seamanship, and to promote yacht architecture, building, sailing, and racing." I think it is fascinating to see how the 'culture' has changed since that date.

This survey is not perfect. Many questions were not asked in this survey. (Dock expansion under Moorings was intentionally left out because it is currently under review + Bruce will have his own ways of getting feed-back). As I have stated before it was quite a challenging process getting this far. But I am very pleased to say it is here now. I ask you to speak freely and thoughtfully in your choices. There are opportunities here to express your likes and dislikes ... take your time ... be honest. There are also many questions that have financial consequences ... remember ... if you want more: chances are you will pay more. Please try to keep your answers as short as possible. We are going to have to read them all and define each one in order to complete results. I am sure this will be a challenge in and of itself.

It's true, the survey has no 'real weight' ... as an elected board, we make decisions on your behalf. The board generally feels that since you voted them in ... you can vote them out if your don't like what they've done. I think this goes beyond personalities, performance, and personal vision. I believe 'the club' needs a collective voice that the board can hear and use to guide them. Even if there are differing opinions I think that your voices will contribute to a healthier, more co-operative, and friendlier environment.

So tell us where you stand. Return the survey ASAP. The deadline for returns will be October 15th. After that your Planning Committee will make recommendations based on your suggestions. I am hoping we can get that done for you by the AGM.

Thanks in advance.



Membership

JACQUI COOK FOR GEOFF HEATHCOTE



Geoff and Sue are visiting Geoff's Mum in England as I write this. Before they left Geoff asked that I make you aware of the applications for new members and membership changes.

New Members

Robert Stork and family with their Alcan 29 powerboat "Little Blue Whale" have applied for Senior Membership. Andrew Good & Gwen Rayner with their children Ryan and Lauren and their Corvette 31 "Serica II" have applied for

Senior Membership.

Jacqueline Carlson has applied for Associate Membership.

Changes

Laughlin Hughes has applied to change from Dry Sail to Senior Member.

Peter and Moira Ashby are changing from Out-of-Town to Senior Member.

Nancy Moore is changing adding Dry Sail to her Senior Associate Membership.

Kim Saunders and David Hartman are changing to Out-of-Town from Senior Member.

Paul and Nan Boudreau are changing to Out-of-Town from Senior Member.

There are many people Geoff would like to thank for their hard work on membership this year. Lynda Chubak and her family have done an outstanding job of the Family program this year. The always friendly Wendy Hardy ensured each new Senior member had a buddy and felt welcome at the club. Glen Newbury and Ken Rodmell did a wonderful job on the artwork and ads we used to recruit new members. Richard Slee has worked very hard with our disparate systems to try and produce the rooster. He has made some suggestions for a new database for next year that should make everything more efficient and more correct. There are many more thank yous to come.

For members looking to become involved with recruiting new members to the club, there are two opportunities immediately available. First, Wendy will be unable to co-ordinate the buddy program next season. We are looking for a new Head Buddy. Second, the Toronto Boat Show will be fast upon us and we need volunteers for the booth. Contact Jacqui Cook at hottamale@netideainc.ca if you can help in early January.

We had a challenging year but a fun year in 2005. We tore down and built a railway! Combine that feat with our club's immediate response to the fire - we didn't miss a single event - and we demonstrated once again that QCYC is a club of action and fun. The ongoing work to restore the building plus the usual challenges mean we will have to continue to be focused with our priorities and generous with our teamwork in 2006. I look forward to seeing you all at haul out.

House

DAVID PIERCE



What looked like a typical year (i.e. squeaking in one big annual project and focusing on general maintenance on a shoestring budget) turned out to be the biggest house budget year ever.

On the bright side, similar to all members, I look forward to the restoration and improvements that the fall/winter will bring to our clubhouse - new kitchen, bar, mainfloor ceiling tiles -my favourite - some form of sprinkler system etc). The old gal will

look better than ever!

Hopefully, the timing of this report will have coincided with the signing of a new 2 or 3 year agreement with Rob and Silke Miller, our amazing caterer who preserved and stuck with us through this tough summer. Please take the time to thank them for their exemplary dedication to Queen City.

Regrettably, this will be my last year as House Chair (living east of Oshawa and parenting 4 kids has been a challenge). I've really enjoyed working with the Board, meeting the membership, and making improvements to the club. I'm especially proud of the new windows and woman's washroom/shower. Best wishes to the new chair and the exciting projects ahead (hint, men's shower area) and thanks to everyone for all of the support.

Entertainment

VERONICA JAMES



Hi everyone, the season may be coming to a close but there are still two events to mark on your calander.

On Saturday October 15th Silka and Rob, our Caterers extraordinaire, will be once again be hosting Octoberfest. This event was a really a lot of fun last year and I bet that it will be just as much fun this year.

Saturday October 22nd is the Potluck Dinner. It is a delicious evening so plant to attend.

Lobsterfest, Corn and Weenie Roast, and Pig Roast were all a huge success! Special thanks go to Tom King and his crew for Lobsterfest and Klaus Noak and all of his volunteers for the hard work that was put into Pig Roast.

See you at the events, in the yard, and on the water! Cheers!



Moorings

BRUCE FORBES



Well here it is... my last chance to have the last word! It's been an extremely busy season for me. The boat barely moved (I did actually cross the lake a few times early in the season) but I did manage to stay on the Island almost all summer. For the most part it was a normal season. We worked on the boat. We worked on other boats. We exercised in the yard. We partied (sometimes

more than we should) and we enjoyed the typical late morning breakfasts with friends at Tom's Diner. It was during one of these feasts that I came across something interesting. Tom had a copy of a June 1986 Clipper. As I read the Clipper I began to chuckle. As each page turned I found it more and more fascinating. This little booklet gave me a new perspective on things. Nineteen years ago we were heralding the success of our Adult Learn to Sail program. We were patting ourselves on the back for a job well done on the recent renovation to the Women's washroom. We were chiding the Members for failing to show their Membership cards when boarding the tender. The Clipper actually contained a survey for the Members to give input and the best part.... we were talking about increasing mooring space. Change happens slowly around here, if at all! That, of course, brings me to my point. We have been working diligently on a plan for the future of moorings. It includes growth not only in the number of moorings but also in the type of moorings necessary for the larger boats in our futures.

During the many discussions with many Members I have often

been asked what other options we have considered. There are plenty (Tony tells me over 50). Since we had spent hundreds (possibly thousands) of hours poring over the pros and cons of the most promising scenarios, we are sure we picked the right options for the right reasons. Of course the curious still want to know why we didn't pick the others and that's a completely fair question. Nobody wants to see me take over the Clipper again this month and that sort of information would take up much more space than last time so I've decided to put the document on the Moorings web page (<http://www.qcyc.ca/moorings>). I will also print a few to leave in the office for those of you smart enough not to use computers. I will, however, give you a quick summary in the table at the end of this article. It can get confusing but if you keep in mind the mandate is to convert to docks as much as possible while still building additional moorings for larger boats it might be easier to interpret. Of course there is also the ROI (return on investment... or how soon will this pay for itself) number to consider.

This is a large project. It has many stages. The Commodore has been in talks with the City and is confident the City has no problem with the plan. The Conservation authority has been contacted and has no problem with it. The Navigable Waterways Protection branch have all but given their final stamp of approval. Now it requires Member input. We will be polling the Senior Members by mail. Each of you needs to express your opinion. If you don't care one way or the other then you should think some more as this affects all of us in some way. If you need further explanation I would be happy to spend that time. It's quite possible that, because of the fire, we may not be financially able to do this right now. That's not what we will be asking. What we want to know is "do you believe this is the plan we should go forward with"? Is nineteen years of talking about building moorings enough?

Scenario	Total Moorings	Total Docks	New Docks	Moorings Change	Project Est.	29- Moorings	30+ Moorings	ROI (Yrs)
No Change	136	62	0	0	\$0.00	37	99	0
Clubhouse Spine*	147	73	11	11	\$135,700.00	48	99	7-9
Club Spine +								
Red & Green Filled*	142	89	27	6	\$193,000.00	48	94	9-10
Green Spines	140	87	25	4	\$218,400.00	58	82	17
Red & Green Filled In	131**	78	16	(-5)	\$58,000.00	37	94	0
Red Spines	147	93	31	11	\$154,900.00	39	108	2-3

*Price includes \$75,000 for dredging which according to estimates received is up to \$50,000 too low.

** There were 130 moorings available in 1986.

Tender Schedule



Q.C.Y.C EVENTS

All times are departures from City — Pier 6
Deduct 15 minutes for Club Departures

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

FALL, MONDAY OCTOBER 3 TO OCTOBER 23, 2005							
	MON	TUES	WED	THURS	FRI	SAT	SUN HAULOUT
							7:15
							7:45
8:15a.m.	8:15	8:15	8:15	8:15	8:15	8:15	etc.
						9:15	9:15
10:15*	10:15*	10:15*	10:15*	10:15*	10:15*	10:15	10:15
						11:15*	11:15*
12:15	12:15	12:15	12:15	12:15	12:15	12:15	12:15
						1:15	1:15
2:15*	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*
						3:15*	3:15*
4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
5:15	5:15	5:15	5:15	5:15	5:15	5:15	5:15
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
						8:15	8:15 8:15
						9:15	9:15 9:15
						10:15	10:15
						11:15	11:15
						12:15	

*Robbins Freight Runs

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

**AFTER
HAULOUT
TENDER,
OCT. 29 -
NOV. 13, 2005**

SAT	SUN
*8:15	*8:15
*9:15	*9:15
*10:15	*10:15
*11:15	*11:15
*12:15	*12:15
*1:15	*1:15
*2:15	*2:15
*3:15	*3:15
*4:15	*4:15
*5:15	*5:15
*6:15	*6:15

*Robbins Freight Runs

RESTAURANT HOURS

Fri Sept 30 Restaurant	Open
Sat Oct 1 Awards Banquet	Open
Fri, Sat. Sun. 7-9	Thanksgiving Dinner only
Fri Oct 14	Open
Sat. Oct 15	Open Lunch & Oct. Fest Party in the Evening
Sun Oct 16	Open Lunch
Fri. Oct 21	Open
Sat Oct 22	Open Lunch, Pot Luck Dinner
Sun Oct 23	Open Lunch, Closing for the Season approx 5:00pm

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