QCYC

CLIPPER

Queen City Yacht Club 120 Years *October 2009*

Tom King brings High Fashion to the Corn and Weenie Roast!

Editor's Note

Rosalind Ross, Communications

I hope you will enjoy this, the final issue of the Clipper for the season. It has been an interesting challenge for someone with limited experience and no publishing software to compile and publish six editions. Of course, as usual at QCYC, help was offered and gladly accepted. Glen Newbury, with the software and experience, handled layout and design, and most of the printing. Wayne Lilley filled in for Glen's August holiday. Pat and Diana Walton headed the pick-up and delivery of hundreds of Clippers. And many thanks to the members who contributed articles and photos, especially the historical items highlighting the 120th celebrations. Al Rae, Richard Slee, Karin Larson, Doug Miller, Andy Lithgow, Ken Rodmell, Anna Prodanou and new member Rob Sinclair remind us of all the wonderful characters, events and boats that are part of our heritage. Thanks to Steve Behal and Ted Doyle for CD and DVD collections of photos and to all the members who posted their shots on clipperphotobank@gmail.com. There are still events to attend, awards to gather and stories to share. Keep the camera handy since the next issue, produced by Membership for the boat show, will need some new photos to convince potential new members that QCYC is the place to be.

2010 Board of Directors

The election of next year's Board of Directors will take place at the Annual General Meeting, scheduled for December 3. Board positions are open to all eligible Senior members, so if you would like to participate in the running of your Club at the Board level, or would like to learn more about what's involved in being a Board member or a committee member, please contact one of the following:
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Sue Rollinson (weenie roast), Al Rae, Nick Mather, Rosalind Ross, Richard Slee, Jeff Imai (300 race)

Queen City Cleans Up at the LOSHRS Overnight Race

by Chris Borgal

The results for the recent Lake Ontario Short Handed Racing Series 100 mile race on August 22 were recently posted. The starting sequence commenced at Port Credit at 10:00 Saturday morning and the last boat (QCYC's Sloop du Jour) crossed the finish line at 13:12 Sunday afternoon about an hour behind The Wind. Weather conditions ranged from a dead calm at the start to strong winds and thunder showers. All of the QCYC entrants finished – and some very well indeed. In start 1, Single handed white sails second split, the finisher and winner was John Ball in "Anne Bonny". In start 2, single handed Flying Sails, second split, Peter Ashby in "Golden Eye" finished 1st. In start 3, Double Handed White Sails second split, Nick Mather finished 1st in "Cyrendipity". Also in start 3, third PHRF split, Rick Veenhuizen in "Skeena" finished 1st with Chris Borgal's "Sloop du Jour" finishing 3rd. In start 4, Double Handed Flying Sails fifth split, Peter Broecker's "Messing About" finished 4th and Steve Hills' "The Wind" finished 6th. In all, QCYC boats had 4 first places as compared with PCYC's 4 second places (with over 20 boats entered), and RCYC with 4 third places (with approximately 19 boats entered). For further information, refer to the LOSHRS website, www.loshrs.org.

Commodore

Jim Thorndycraft

Oh where oh where has the summer gone. Hard to believe that haul out is only a couple of weeks away. The coolish and wet weather we had until late August however did not dampen your spirits as there was great attendance at social gatherings. For me, it has been a fun year at the Club, and I hope it has been the same for you.

The Club has never looked better thanks to all your efforts. Yes there were locker competitions which contributed significantly, but there are many unheralded members who continue to fix, replace, improve, etc our infrastructure. You continue to exhibit our self help culture. Thank you for giving your time and efforts as they are appreciated.

There appeared to be a hiccup with our reciprocal cards earlier this year. We tried sending these out electronically where we had e-mail addresses and snail mail otherwise. One of the problems we have is that many of the addresses from the previous year are individuals private addresses and not that of the particular club. Some of these individuals were no longer at that particular club or on their Board. At a recent Council of Commodores' meeting, I raised the issue and it was agreed that all reciprocal cards should be sent to the address maintained by the secretary of the Council. If you run into a situation where a reciprocal card has not been received by the Club you are visiting, I would encourage you to contact our secretary who will follow up. I am confident that the other clubs would act in a similar fashion as we and accommodate the visitor based on the exchange of cards in past years.

The municipal tax issue continues to hang over our heads. If you recall, we received an assessment from MPAC, a provincial corporation which was charged with providing market value assessments for all properties in Ontario. This assessment was in excess of ten times our previous assessment. We have appealed this assessment, but in the meantime, we must pay our taxes based on this new assessment. Our landlord, the City of Toronto, also believes these assessments to be inappropriate and are also appealing them. I don't anticipate an early resolution of this matter.

I will not be standing for re-election as your Commodore. The last two years have been fun and it has been my privilege and honour to represent Queen City. For that I thank you. I would also like to thank the Board of Directors. You made my job easy. However, its time to step down and let another member who has continually demonstrated commit-

Last Chance Cup And Awards Night Banquet

Saturday October 3rd
Skipper's meeting: 1000
First Warning: 1150
Dinner: 1800
Dancing: 2100 to The Meteors

Tickets: $50.00, early bird special up to Tuesday September 29th.
$55.00 after Tuesday. Prices include gratuity and taxes.
$15.00 for children 18 and under.
Ticket policy in effect.

Your ticket automatically enters you in a draw for prizes
Courtesy of Holland Marine Products.

This is the last big party of the season, so don't miss it!

Vice Commodore

Pat Whetung

Just like dessert at the end of a meal, the end of our season provides sweet endings. The Last Chance Cup Race and Awards Banquet is a time of celebration and fun with thanks to all that have contributed to another precious summer on the water. Then, we come together to work hard at haul out and celebrate again at our potluck

We eat and drink together as we offer recognition to the racers and cruisers and hard working members who have contributed their time and skills.

There is much to celebrate but at the same time, we have many unrecognized heroes amongst us. From all of us to you, who do not receive the formal accolades or even a quiet verbal 'thanks'… please accept our appreciation for your little tasks that help keep our club such a special place.

Before the season ends, I'd like to remind you to pick up some regalia to start your Christmas shopping and while you're at it…remember to support the archives with purchases of the 120th Anniversary Celebration memorabilia package.

Let's celebrated together, then plan for a safe haul out. I'll be praying for a short, mild winter season!

Need Work Hours?

Ask the office
or a Board Member!

More Memories of a Queen City Bilge Brat (aka Al Rae, jr.)

by Al Rae Jr.

Skipper Al and Paul Carver celebrate a win at the Boulevard Club Regatta

Through the 40s and into the early 50s the Club had a gaggle" of keel boats of various sizes including the "R" boats, "Scrapper"and "Vivia" and the 8 meter "Quest". The only keel boat "fleets" were a half dozen or so "Tourouts" (a random assortment of similar boats about 24' long with like minded skippers, notably lead by Gord Proctor before he moved on to "Gay Gordon", his Alberg 30) and eight Tumlarens, that carried the Queen City name proudly around the Lake with great success (ably lead by Al Rae, sr. until he moved on to "Swamba", his Alberg 30…moves that were well into the late 60s.)

The Club also had a good fleet of centerboard boats moored just south of the Club, accessed off a rickety boardwalk supported by spindly steel pipes that needed resetting each spring after the annual lagoon ice "heaves" that left them looking like abstract sculptures. There were Snipes (Bob Hicks), Comets (Mal Harris) and Lightnings (Arn Gorman). They too, successfully represented the Club at neigbouring club and LSSA regattas.

But, however well sailed they were, those centerboard fleets were not the "ne plus ultra" of competition. The undisputed focus for top competition, locally and internationally, was the International 14' dinghy which attracted the best of the best helmsmen. Fleets were active at R.C.Y.C., N.Y.C, TS&CC and the B.C. … but not at Queen City.

That changed in 1952, when Dad and Ed Stanger finished off two Mahone Bay cold-molded hulls to the fast, exciting, planing design of Charlie Bourke. At age 16, I became the proud skipper of KC 107. Peter Jones saw us in action, liked what he saw and soon acquired Ed's boat, KC 106. Together, with John Davies, who had purchased an early Uffa Fox "river" 14, K2, we formed the nucleus of what would grow to become a fleet of ten to twelve highly competitive 14s.

Initially Pete and I kept our dinghies in the big lockers under the Club, facing the lagoon. But rigging them on the shallow 10 foot "apron" that fronted the Club, then dropping them off the high seawall soon became a problem, particularly late in the season when the water level was low and the north winds did blow.

And so, in 1957, I was asked to design the dinghy shed (my first architectural commission), placing it on piers and locating it just south of the current dry sail area, with a wooden ramp that sloped down to the lagoon, over the sandy foreshore.

The dinghy shed has now, of course, become a work shop and storage area with perimeter lockers … but it holds memories for we 14ers still.

Initially there was room for eight dinghies and as these spaces quickly filled up, space for four more boats was added to the rear. The steel seawall followed shortly, which gave us a solid foundation, a rigging "forecourt" and a relocated, gently sloping launch ramp into the lagoon.

We raced in the Wednesday night Club series, of course, and as our skills improved we were invited to race with the R.C.Y.C 14 fleet on Thursday night. Then I.Y.C asked us to support their own fledgling fleet on Monday night. Between racing three nights a week, weekend regattas, tuning and adjusting gear, the dinghy shed was a-buzz seven days a week.

As the boats were easy to trailer we'd be off to meets in places like Hamilton, Kingston, Ottawa, Montreal, Deep River, Buzzard's Bay near Cape Cod, in Massachusetts or Essex in Connecticut, where we'd sail on the river or out in Long Island Sound off Old Saybrook. We'd ship the boats to Bermuda to race in their Spring regatta on Harrington Sound. Boats from England, Bermuda, Australia and the States came for the annual Canadian Dinghy Association Regattas. Fleets of 75 to 80 boats, skippered by some of the world's best helmsmen, would hit the starting line. It was an amazing time and an honour to be among them.

As the fleet grew Peter, John and I were joined by: Ron and Rob Mazza; Peter Broecker; Mal Harris; Arthur Earle; John Clemmer; Gerry Sovka; Davey Bell; Joe Yorke (and his bevy of beautiful daughters); Sam and Gerry Grundland; John Davan and Dennis Young. Crews have included: John Lye; Jeremy Ruskin; Pam Mazza; Za Mazza; Paul Carver; Sue Thomas; Noni Sovka; Bill Taylor; Michael Dempster and Robin Clayton. They were an amazing collection of kindred spirits many of whom remain friends these many years later.

Major trophies were won, both locally and internationally, by Queen City skippers and teams. In the mid 60s Dennis Young had a stellar year, capturing every trophy available. Then, a few years later, he was matched by Peter Jones. Queen City acknowledged their achievements by awarding them the Club's highest honour, The Parkinson Trophy, in their respective years of excellence.

In fact, I suggest, the evidence of those great 14 years is still alive and well since Peter Broecker received The Parkinson last Fall for his outstanding results in "Messing About" (just a big dinghy really).

A few notable memories (selected from several thousand):

Peter Jones taking a gutsy port tack CDA start against 80 14s churning along the line on starboard … and clearing the entire fleet. He eventually slipped back into the fleet but we still marvel about that great start;

Arthur Earle's selection as a member of the winning Canadian Team for the International Team Races in the mid 60s;

Noni Sovka in her black, form-fitting wet-suit;

Me on a flat out, on a full, broad reach plane in Kingston Harbour with Ron Mazza crewing and trimming the jib in his usual attentive manner. A major gust hit and as we hiked out I missed the hiking straps, rolling heels-over-head overboard. I surfaced, still holding on the main sheet, belly planing behind the boat. As I held onto the sheet, the main trimmed in and the boat slowly headed up. Ron, ever attentive, trimmed the jib to suit. As the boat approached a close reach (and well off course) Ron wondered what the hell I was doing and turned to ask … the expression on his face when he saw me some 20' behind the boat, still belly planing along, was worth my misqueue as I waved cheerily to him and the boat slowly capsized into the harbour.

The Curry Cup, an annual Fall inter-club team race, usually held in the interesting thermals off Kingston Yacht Club, and the one series in the early 60s when our team came agonizingly close to winning, missing out by just one point. The Curry Cup is about the only significant International 14 trophy without the Queen City name on it.

But, it seems, all good things must end and in the early 70s the fleet began to diminish as the booms got lower (or so it seemed to our aging backs) and skippers succumbed to the siren call of keel boats with cold beer in the fridge and snacks in the galley.

Now, looking at 14s racing about the harbour, they seem like old girlfriends who have only gotten more attractive with age while we are, perhaps, a little slower and showing some "love-handles". But we still have our vivid memories and take every opportunity of recalling them whenever two or more 14ers are gathered together to "gam".

Historical Clips DVD and 120th CD are now available!

by Richard Slee

Queen City Yacht Club 120 Anniversary Celebration Slide show and Historical Clips from the 1930s to 1970s.

If you missed the 120th celebration on July 4 you can now share in the excitement and learn about the history of your Club by purchasing the slide show and Historical Clips from the Office for $20.00.

The slide show CD includes 116 labelled pictures on the activities of the day, the time line from 1850 which describes events at QCYC and in Canada, and also has anecdotes from Past Commodores.

Neil Andrews, a member of the Club from 1968 to 2008 when he died, compiled a series of clips (6 hours) from a number of sources, including Al Rae Senior and from footage he had shot himself. On his death his family delivered 10 betacam tapes along with hand written notes on what the tapes contained and an outline for a QCYC movie. Following Neil's notes I have edited the clips and arranged them according to his instructions. The DVD is narrated with music and includes one hour and 50 minutes worth of clips of QCYC from the 1930s to the 1970s. The clips include:

The Yachtsman's Dream – a colour movie shot at QCYC in the late 1940s which follows a fictitious yachtsman getting his boat ready, learning to sail her, winning a race and being presented with a trophy by none other than Al Rae Sr.

Launch and Work Parties 1930s and 1940s – Early shots of the Club, work parties and sailing at QCYC. It shows the removal of the widows walk from the Clubhouse and Al Rae Jr (aged 5) in the yard!

PCYC Regatta – Shots of a regatta held at the old PCYC location on the Port Credit River in 1938 which includes shots of sailors from QCYC.

International 14s Interview with Al Rae Jnr and Peter Jones – the interview shot in 1977 passionately describes these two long time members love affair with racing International 14s and there long time affiliation with the Club.

QCYC in the late 30s, 40s and 50s – A number of clips showing members of our Club including Bill Churchill, Al Rae, Laurie Muir, Dot Muir, Harold Robbins, Ed Stanger, Bud Godden, Vi Rae, Al Rae Jnr. And Laurie Muir Jnr. and Jock Shaw. Activities include, sailing tumlaren sloops such as "Vanir", "Conquest", building the Annex locker block, the traditional hail of the row boat, preping the boats for launch, launching, and stepping masts.

There is also a short movie shown at a meeting of QCYC in 1955 called "Breaking the Lens Barrier" which has clips of Vahalla, Quest and shots of a launch from Taylor's yard by the Western Gap, Bud Godden, Bill Bruce, Gord Menzies, Al Cox, Kewpie Cox (wife of Al Cox), Vi Rae and Ken Purchase skipper of Shilouette.

Pig Roast – clips from an early Pig Roast in the late 1970s.

Regatta and Awards dinner in the 1950s – shots of Vi Rae, Cliff Richardson, Al Rae, Jock Shaw, and Laurie Muir.

Working, Sailing and Drinking at QCYC in the 1960 – includes shots of Fred Mazza, father of Ron and Rob, John Hustler and Al Rae Jnr. In his first International 14 dingy KC 107.

No Waste Discharge Law Protest circa 1976 at Hamilton - to quote Al Rae Jnr. "The outrageous gear was constructed by Al Rae as a protest against the "stupidity" of legislation requiring boats such as "Valhalla" to install holding tanks. This event is still remembered amongst his cronies at the "Shellback Club" as if it were yesterday"

Regatta/Race Committee circa 1975 – Shots of George Annand, Norm Grittani, Bobby Norton, Denis Kimpson, and Al Cox.

If you have information about the people, activities or boats in the clips please contact Richard Slee at richardslee@rogers.com and provide him with the hours and minute marker from your player and what is in the shot.

Monies raised from sale of the DVD and CD will cover the costs of transcriptions and the Anniversary event. If we sell enough of them extra funds will be provided for archival work and future historical events at QCYC.

Man Overboard! – And it's Me!

by John Heath

After a slow race night recently, we where leisurely taking some crisp sails off OTAZEL and gently were rolling them to store away for the week. As I nimbly went to step back on board there was a bit of a surprise as the foredeck wasn't where I thought it was!

I gracefully entered the lagoon, after bouncing of the rail with not much more than wounded dignity. The water was a delightful temperature and I was surrounded by fellow racers. No problem I thought. Surprisingly I could not pull myself back on board and when two of my crewmates tried to assist they where not having much luck either.

Making my way to the stern was the next plan, intending on a stumble up the engine skeg. With great deal tugging and assistance I finally was on the stern deck, a little the worse for wear. I stripped off a few weeds and dripped dry on the dock as good as new.

After drying out a bit I began to think …..what if it was a cold spring dip or in the middle of the harbour? We had an incident a few years ago with a very senior gentleman visitor slipping between the dinghy dock and his boat. It was season end it took a great deal to get him out of the very cold water. There was also an incident in the harbour with a woman falling off a smaller boat. But for the rapid response of the Robbins and great efforts from some members it might have been a tragedy since she was about to slip beneath the waves after a short time in the early summer water.

Man-overboard is something to be planned for, prepared for and practiced for.

Life jackets, a heaving line and a good boarding system are the order of the day. It is no small task to get back on board even with assistance.

There are lots of resources on how to deal with a MOB but I think practice is most important, as well as awareness of how difficult it is to get back on board once it happens.

The web is full of excellent sources as well as what was taught on Safety Day this year.

Don't wait until you have a surprise swim to find out.

The five segments of a recovery are as follows:
1. Getting buoyancy to the victim.
2. Keeping the victim in sight.
3. Returning to the victim.
4. Connecting the victim to the boat.
5. Retrieving the victim on board

An interesting note from the New Zealand Coast Guard web site on the subject of man overboard.

If you are not wearing protective clothing or any of the safety equipment advised

Good Luck, you'll need it!!

Locker Contest Winners!

Winners!

Winning skipper Meghan Burns, Astra Teo, Mark MacRae, Colleen Matheson and Quentin Matheson on Panache. The Boulevard Club Regatta

Skipper Belinda James on Sansei with intrepid crew at the Women Skipper's Race.

Newbies Win Big

by Nick Mather

Having never sailed further than around the island before, the idea of competing in the short-handed 100 mile race was daunting, to say the least.

Friday afternoon found Deirdre and myself on CYRENDIPITY having a hard time actually finding Port Credit Yacht Club; a situation that didn't bode well for the upcoming race in the morning!

With a little help from Peter Ashby we eventually moored alongside the clubhouse and joined the evening's activities.

We turned in at a sensible hour, which is more than can be said for some of the other QCYC entrants, who danced into the wee hours of race day...I think THE WIND's result showed who enjoyed themselves the most!

Race day. 10am.

Port Credit to Gibraltar, and then to the Burlington Lighthouse mark was completed in daylight; we allowed a boat to pass us near the mark as we had no idea what we were looking for, and then to Niagara in the dark with the winds building as midnight approached. Sailing at night for the first time was exhilerating, blasting along at 6 knots and passing several boats on the way.

We followed a boat as we approached the Niagara mark at around 1am, as we yet again had no idea what we were meant to round. The boat we followed appeared to 'cut the corner' and miss the mark, or so we thought, until the current grabbed us and we completed an extremely colourful 360 degree spin, almost sideswiping another larger boat coming into the mark.

It was soon after this debacle that I requested Deirdre go below and produce a 'soothing' drink (or two).

Around 4am and on a course to the finish line at PCYC, I started to halucinate. My trusty crew had nodded off, with her head resting on a winch, and while I fought rock outcrops, enormous tankers about to run right over us, and instruments that had turned into mushrooms, I started to doubt the GPS and stupidly followed another competitor for an hour in the wrong direction. The 4 1/2 hour run from Burlington to Niagara in heavy seas and too much sail up was finally taking it's toll.

As dawn broke, and the finish line in sight, we began to pat ourselves on the back on completing the race, even if we were dead last in our fleet. No arguments, shouting or disagreements to speak of, but fairly nauseous when below deck, we finally crossed the line at 8am and headed for QCYC.

We were met by Peter Broecker who had finished about an hour ahead of us, looking as spritely as ever; we must have looked awful in comparison!

News the next morning that we had finished first in our fleet was a pleasant surprise, and will ensure our participation in next year's race.

QCYC boats managed to win 4 of the 13 classes; extraordinary considering only 7 boats from the club participated.

Confessions of a Former Junior Clubber

by Rob Sinclair

New QCYC Senior Membership in hand, I set off early this year to walk the grounds of the club that I had first wandered around as a 13 year-old White Sail student thirty-three years before. By the time I hit the bridge a flood of memories had washed over me and, with it, the responsibility to come clean about some of the more "colourful" incidents of my three summers as a QCYC Junior Clubber. So here goes….

Yes, we were the ones responsible for the relocation of the RCYC historic plaque (something that still leads to lower back pain on damp days)

No, the young lady and I "discovered" in a darkened Snug were not "looking for missing Laser battens."

Yes, it was I (gulp) who clipped the back of Bill Eckersley's boat

Yet, despite the capers and antics, more salient moments shine through. I remember my first screaming plane at the helm of an International 14. I remember the stand of the island residents as they confronted the Sherriff who had arrived with eviction orders. I remember the courage of rescuers on a day when a forty-knot squall blew through a Steerer's Regatta and Albacores under bare poles were turning turtle.

Looking back, it's easy to remember the arguments made in favour of such programs. The seamanship skills taught to dozens each year. The traditions passed on to a new generation. The simple love of that place where wind and water meet.

However, no anecdote compares with the story of the meeting of two former QCYC Junior Clubbers. They talked of cruising days to Hanlan's, of games of "Greasy Watermelon" (don't ask) and of trying to keep 1950's vintage Albacores afloat during dumping drills.

As the laughter gave way to silence, they looked again at each other and in unison said, "Best time of my life."

The Slee Family History at QCYC – Part IV

By Richard Charles Slee, Century Caprice

My Grandfather Richard Henry Slee (1905-1990) discontinued sailing after his injury in 1929-30 on the QCYC marine railway. He must have still loved sailing as he joined the Boulevard Club on Lakeshore Boulevard in 1957. As a youngster I tried to convince him to buy a boat, but he adamantly refused, stating that they needed large amounts of work and money. It turned out that as a youth he had to sand down the hulls of the family sail and motor boats and refinish them in an unheated boathouse. My arguments included the fact that new boats were made of fibreglass, but to no avail. My grandfather did however send me to sailing school at the Boulevard Club when I was 10 and 11 where I obtained my second standard, sailing Albacores and Sprites. Here is a picture my grandfather on the balcony of the Club (see main above).

My grandfather had instilled in me an early love of sailing and yacht clubs that has never left me. Sadly I never had anyone to share my love with until I married Mary Harsant in 1992. She understood my love of sailing and romantically wanted us to buy a boat in the fall of 1993. She had never sailed before and so I thought that we should start with a sailboat in the 27 foot length (when I was a kid a "Shark" was a large sailboat that I had dreamed of owning). You should never take a woman boat hunting when she is seven months pregnant! She climbed onto a 39 foot C&C Landfall and because she had difficulty manoeuvring at the bottom of the companionway declared it too small! At this point I knew we were in trouble.

At the same time I convinced Mary that we should join a yacht club, as marinas were "soulless" places where I would be uncomfortable. Furthermore, I argued that as most of the time we would not be sailing but would be at dock a Yacht Club such as PCYC (which is around the corner from where we live) with its docks it would not be acceptable. You can see where this argument is going. I suggested that we look at QCYC as this was where my family had originally sailed. Mary basically stated that any place my family had joined must be pretty stuck up, but she would consider it. So with a pregnant wife in tow, dressed to the nines, and carrying a picture of the "Caprice" and the Shaw Cup which my Great Grandfather had won in 1899 to show my heritage with the Club we arrived to be met by none other than Thomas King in paint splattered T-Shirt and cut-off jeans. I think it was Thomas who clearly sold the Club to Mary and made it clear that QCYC members where definitely a friendly, laid back, bunch of people. Richard Charles Slee and Mary Elizabeth Harsant joined QCYC as senior members on January 1, 1994 along with their son Richard "Joshua" Slee who had been born six weeks earlier in November 1993.

We were still without a boat and the search went on for something much bigger than I had originally wanted. We were now looking at boat in the 34 to 38 foot category and for various reasons i.e. too dark, too narrow, not enough head room, leaks, no light, etc. (note that none of these criteria relate to a boat's sailing ability) "we" could not find a boat that suited us. Finally the very patient salesman suggested that we look at a Tanzer 10.5. I was rather surprised as I thought that Tanzer only made boats in the 20 to 30 foot category and this boat was much bigger (34.5 feet and 13,000lb displacement). I knew nothing about the boat but after looking at it Mary fell in love and suggested we buy it. I thought I could still get out of the purchase by making a low ball offer. No such luck, the offer was accepted. I then thought an in the water and out of the water survey would scupper the deal, but once again it was not to be and in May 1994 we became the proud owners of Puissance II a Tanzer 10.5 which we moored in front of the Club as there were no moorings available in the lagoon.

The first thing that we had to do was change the name of the boat as "Power II" in French was not something we wanted. I preferred to call it the Caprice II however it being a federally registered boat I would have had to have called it Caprice 16 (lots of Caprices on the registry). Mary came up with the idea that since my Great Grandfather had sailed the original Caprice in the 1890s why not call it the "Century Caprice", which we did.

Being in front of the Club had advantages and disadvantages. On a med mooring Mary had to hand Joshua (who was then 6 months old) over the bowsprit whenever I was not on the boat

which meant that Joshua and Mary got to know most members of the Club, many of whom became unofficial "Grandpas". The disadvantage which we soon learned was that QCYC was a party club and that trying to sleep on the boat on the weekends was a challenge. We moved to Green section in 1995 when it was then almost deserted at the northern end and went by names such as "deathroll". We loved the location and haven't moved since. In 1998 we started to live on our boat in the summers enjoying " the cottage" on the Toronto Islands. This is picture of Joshua "learning the ropes" tethered on the aft deck of the Century Caprice in the QCYC lagoon (see photo top centre).

I went on to serve on the Board of Directors as Chair of the Sailing School from 1997 to 2000. This was before we had new boats and I spent most of my winter weekends fibre glassing boats

that seemed to like to sink rather than sail. I still remember the harbour police towing in one of sinking boats and making comments about our submarine fleet. After lengthy work on the boats they were floating and I rechristened them with names of submarines of WWII that had sunk.

Joshua joined the QCYC Sailing School when he was seven in 2000 and went on to earn his Bronze IV winning the Sunfish Cup two years in a row in 2006 and 2007. He loves sailing though he never showed an interest in racing. This is a picture of Joshua receiving the Trophy from Steve Cutting Head Instructor of the Sailing School and a Senior member of QCYC.

The Slee family continues to love the Club and hopefully Joshua will continue the 119 year tradition of Slees being members of QCYC.

QCYC Race Performance Team

by Dan Smith, Race Coach

As many of you may have heard, QCYC started a racing program this year to provide a chance for Bronze V graduates to continue to develop their racing skills. The eight week program focuses on boat handling, tactics and mastery of the racing rules of sailing aiming to accomplish the Silver VI or Gold VII standard. Before I get into the details of the year, let me first say that the support within the club was overwhelmingly positive. I've worked at a number of clubs both as a race coach and instructor evaluator and was thoroughly impressed with the support that the QCYC membership and staff provided on a constant basis. Never, have I seen a club raise enough money to buy two sets of sails in a matter of hours. The team thanks you all.

This year the team consisted of Gareth Ryan, Leo Millen, Clare Trites and Christian Mittlestadt, each a first-year Silver VI candidate. We quickly jumped in to our first regatta, the Fogh-Boorman in Hamilton. Both boat crews learned some tough lessons in the 28 boat fleet, but Leo and Gareth managed to grab two second-place finishes on Sunday to finish 6th overall. Christian and Clare also faced a steep learning curve, but managed to win a few starts, even port-tacking the entire fleet off of a late-sequence left shift.

With Monday to rest and Tuesday to train, the team left Wednesday for Port Credit to race in the Steerers' Regatta on Thursday and Friday and the Four Sisters' Regatta Saturday and Sunday. The 52 boat fleet at Steerers' made starts difficult and caused both boats early trouble as they learned to get cleanly off the line. Both crews improved as the event went on and they finished 18th and 20th for Steerers' and 9th and 22nd in the tougher Four Sisters' Regatta.

Our next stop was Sturgeon Lake for the 420 Class Association Provincial Championships. The 41 boat fleet was as tough as they come, with every team trying to grab the highest provincial rating that they could. The wind and waves were great and despite a few breakdowns and accidental capsizes, our boats managed finish respectably in 21st and 25th overall.

At this point with July over and half the team leaving to travel Europe (who could blame them), we decided to take a shot at the Youth Olympic Development Experience hosted by RCYC. Despite foregoing the two training days of the event, Leo and Gareth jumped in to the regatta to finish with a 1, 1, 1, 3, 1, leaving second place five points behind them. The regatta was a highlight in the season and a strong finish for Leo who left for Rome days later.

For August we focused on training Gareth in his personal 29er. With the help of Jed Lueras as an in-boat coach and sailing partner Gareth made tremendous gains in just three weeks. For those who are unfamiliar, 29ers are skiff type sailboats that often sail above 10 knots and usually require much more time to learn how to stay upright, let alone race. We headed to CORK International in the last week of August to see how far we'd come. Gareth and Jed sailed very well in the 30 boat fleet and were holding 10th for three of the four days when some deep finishes on the last day combined with using all of their drops on a DNF (breakdown), an OCS, and a Black Flag Rule dropped them in to 14th overall. Still a highly respectable finish, topping many of the youth veterans.

To close the season the guys stayed for 29er North American Championships. Out of 41, they finished 25th. A remarkable end to the season which included seven regattas in only 9 weeks. The club can now be the proud home of the 21st and 25th best 420s in Ontario and the 25th best 29er in North America. Thanks so much to all of you who helped us out along the way. A race team can not succeed without a tremendous amount of parental and club support and I think our results this year are a testament to the Queen City spirit and community

Fleet Report

Gary Hoeg

We seem to be getting more and more members assisting with Fleet Operations, which is always appreciated. The latest person to join our growing list of helpers is Rick Jackson. He recently raised the seats in the AQII in an effort to increase the height necessary to see out the windows. So if you're feeling a little taller these days, you can thank Rick Jackson!

I'd also like to acknowledge Frank Horne who made our lives a whole lot easier by building a ramp to the dingy shed. We now no longer have to strain our backs lifting heavy objects like the old engine or supplies into the Fleet Locker.

There are other members who also stepped up to the plate. Gabe Rybar, Rob Hupfield and even Ed Kelly from across the pond all lent a hand when the steering on the Robbins was about to fail and corrected the problem. This isn't the first time that the steering has given us trouble. Perhaps it's time to switch over to a hydraulic system-a suggestion made by Paul Horn.

All in all, Fleet Operations ran relatively smoothly this season. While far from being perfect, the tenders are running much better than they have in the past. This is due to the fact that we follow a program of regular maintenance and have time set aside during the day to properly service them. Obviously, the tenders do not run themselves. There is a whole lot of work going on behind the scenes by members who keep them running. We've had to deal with everything from dead batteries, to inadequate charging, to coolant leaks, to engine alarms indicating high temperature or low oil pressure. Each of these is a concern which requires attention and cannot be ignored. While there will never be agreement on the tender schedule, the present one does allow us the time we need to deal with these kinds of mechanical issues effectively and to get the tender back into service as quickly as possible.

I'd also like to thank those members who diligently serve as crew aboard the tender. As everyone knows, we are legally required to have two crew aboard the AQII. I'm always grateful to those members who agree to come aboard for a ride whenever the boat is about to leave empty from the island, or remain on the bridge to help the Captain keep watch, or work the lines. By fulfilling these duties, members help us meet our crewing requirements. At some Clubs you have to actually pay extra to sail as crew, but at Queen City it's already included in your dues at no additional charge!

Moorings

Rick Hardy

Volunteers needed for the week of

Monday, October 19th. to Friday, October 23rd. 2009

The Yellow Docks

As the sailing season comes to end, we are now focusing on the installation of the new Yellow Docks which as outlined previously, are scheduled for delivery the week after the last weekend of haul-out. While the installation will be completed by the dock manufacturer (Con-o-Lift), we will need to demolish the old existing Yellow Docks the week prior to the new installation.

The demolition of the existing Yellow Docks will take place the week following the first weekend of haul-out, therefore we do need volunteers who are available during the day from Monday, October 19th. to Friday, October 23rd.

A degree of talent in the use of chain saws, power saws and pry bars will be needed. If you can spare some time during the week of October 19th. to the 23rd. please use the sign-up sheet at the office and mark down what times you are available.

As of this writing (September 21st. 2009) over 50% of the current Yellow Dock occupants have already ordered a finger dock, which will be attached to the new Yellow Docks. If you are currently moored in the Yellow Dock Section and would like a finger dock but have not yet ordered one, please let the office know as soon as possible.

The City View Docks

Ok, Ok, Ok, so the City View Docks are the new name for the Rock Docks which are planned for the northern end of the Green Section. As you all realize, we did delay these docks last February due to the uncertainties of the recession. We were unsure at that time how the recession would afect our attrition rate and in order to be financially prudent, we postponed the planned installation.

Fortunately, we seem to have weathered this recession with very little loss of membership and in fact, we now have more Senior Members than we have slips available. So as not to worry the new members who joined this year, we will make sure a slip is available for you next year, however it may involve some gypsying throughout the Club into slips temporarily vacated by other Senior Members .

The possible necessity of resurrecting the City View Docks is being studied currently and we of course will keep you advised accordingly.

The Position of Moorings Chair

While I do intend to run for the position of Moorings Chair again this year, it will most likely be my last year. I do want to see through to completion the projects that I started, however by the end of next year it will be time to pass the torch.

See you at haul-out and please remember to add your name to the sign-up sheet in the office if you can lend a hand during the week of October 19th. to 23rd.

Treasurer

Jacqui Cook

We write our Clipper reports a couple of weeks before you see them. It is a little strange to try to write a column from the perspective of two weeks in the future. And for a Treasurer, it is never a good idea to count on something that hasn't happened yet.

Fall is a busy time in the Treasurer's portfolio. Our year end is September 30th. While the books are not closed yet, I can safely say the club will have had a good year financially. We can see the results around the club: beautiful locker blocks, a new bridge to the Rapids Queen, great events, good food at the Restaurant, a club that is full to over capacity and great plans for the future with the upcoming installation of a new Yellow Dock.

By the time you read this, the fall bills will have been prepared and mailed. In my letter to you I will have made two requests. First, pay your bill before haul out. This is the money the club needs to run throughout the winter. Second, if you have a boat at the club, make sure you have given the Office an up to date copy of your insurance for your file.

Unlike other positions, the Treasurer does not usually have a committee. However, I do have a volunteer job for someone. We would like to investigate the possibility of members being able to pay their bills via electronic banking. If someone would like to help me figure out the process for this, I would be grateful for the help.

I hope everyone had a great season and I will see you at the club.

Membership

Brad Hearn

It's been a while since Membership has submitted a Clipper article so you may have been thinking Membership activities have been quiet over the last few months. But far from it, since the Spring the QCYC family has been joined by:

New Student Membership: Stephen Hodgkinson, James Carter, Nicole Rogers

New Associate Memberships: Jerry Shiner and Marie Metcalfe, Sandra Raitz and Douglas Henderson , John Oakes, Ian Heerdegen, Linda Barnett, Brian Chapman and Donna Parisella, Amela Simic, William and Beverley Harney, Daniel Hall, Sandra Bussin, Pat and Don Watt, Jeremy Horne, Janis Sarra and Danielle Sarra, John Shearlaw, Susan Thomas and Andre Jubinville, Julie Bates, Rosemary O'Sullivan, Ian Wilson, John Barr, Irene Walter, Alison Sloga, Linda Dolan, Kevin MacTavish, Sarah Willinsky

New Dry Sail Memberships: Carlos Carreiro, Adao Da Costa, Justin Duggan, Jennifer Cerny, Barbara Sauerteig, Alex von Tiesenhausen

New Senior Membership: Martin and Linda Hodgkinson, Liz and Steven Rose

We have had several inquiries from potential new Senior Members throughout the summer but, with no place for their boats, they have understandably gone elsewhere.

Thanks to everyone for their help with Membership. Especially Susan Veenhuizen/ Gail Smith and their team who did a great job on New Members Night, and Paul Horne/Whit Webster for their marksmanship with the cannon saluting in new boats to the club.

Entertainment

Susan Veenhuizen

QCYC's last big event of the season is almost here. The Last Chance Cup Race and Awards Night Dinner Dance will be held on Saturday October 3rd. This celebration is not exclusively for our racers - it's for everyone! Awards will be handed out while coffee and dessert are served. It can be quite entertaining to hear the anecdotes and comments from the racers. Racing is about camaraderie and is an integral part of our club that builds lasting friendships. It's a nice blend when cruisers and racers share this special evening in The Great Hall. Rob and Silke will be preparing another delicious meal followed by a dance to the music of The Meteors.

To order your tickets call Don Ferguson in the office at 416-203-0929. Don't forget, the 'Early Bird Special' ends Tuesday, September 29th at 5:00 p.m.

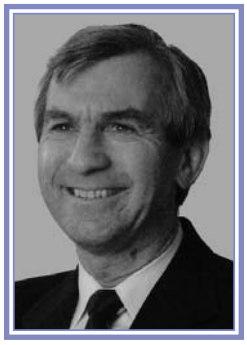
This is a semi-formal event. Jacket and tie for the guys, cocktail dress or dress pants for the girls.

For the newest members in our club, we have a long standing tradition. On the last weekend of Haul Out, Saturday October 24th, it's our annual Haul Out/ Pot luck dinner. The party starts at 5:30 p.m. Bring a dish, enough to serve four and join in the fun. It's a great way to end off the season.

See you at the next party!

Planning

Ron Mazza



The challenge at Queen City is to maintain and improve a relatively extensive infrastructure with the resources of a relatively small membership. There is always more that could be done than financial resources actually allow each year. The responsibility of Planning is to help identify those future needs and then prioritise those needs so the Board can make informed decisions on the most pressing areas in which to invest.

Our infrastructure includes a wide variety of buildings and equipment ranging from the main clubhouse, numerous locker blocks, a variety of storage buildings, captains' cabins, winch house, the winch itself, the railway, and winter storage area, the dry sail area, dry sail crane, and mast crane, the club fleet, the Algonquin Queen II and the Harold Robbins, the Learn to Sail facilities and fleet, the club moorings and docks, the club grounds, the Rapids Queen, and more. All of this infrastructure is aging and needs ongoing maintenance, upgrading or replacement.

Queen City has a long tradition of accomplishing this repair, upgrading, and maintenance at low cost through member's sweat, and ingenuity: our famous and essential work parties. But not all needed work is appropriate for work parties; for more specialized and complex projects it's more cost effective to hire professionals. These are the projects that require money.

The Planning Committee maintains a list of identified projects and a continually reassessed and updated that list. The Short Term and Long Term plans are derived from that list of projects by applying priorities for the next two years and long term. Projects are identified on a 3 point priority scale as follows:

Involves serious risk OR addresses a very serious infrastructure problem OR is part of a project that is in progress OR is cash-flow neutral in the budget year OR has been funded by a donation. The expectation is that all these items will be included in the Short Term Plan and will be funded.

Involves some risk OR has been identified as a high priority by the Board or membership. These items will be included in the Short Term Plan after Board deliberation.

There are 'must do at some time' projects. This is a place to hold projects that we believe must be completed eventually but are likely not urgent enough to be included in the Short Term Plan.

This list is available at any time to any member for their review. The list and the resulting Short Term Plan becomes an ongoing working tool for the Board.

The two items identified in the Short Term Plan demanding the most scrutiny by the Board in 2009 were both mooring related: The City View docks were particularly tempting as they are the only initiative by which the club could increase its mooring supply and therefore its membership and therefore its available funding. And if they did generate new members the costs would be substantially offset.

The other large cost project identified on the Short Term Plan was the replacement or repair of Yellow Dock on the south side of the lagoon running between the Learn to Sail building at the west end to the old fire hall at the east. They constitute about 25% of the total club moorings. They are in very poor repair and in need of a major overhaul. This discussion went on for many months both at the Board level and at open information meetings.

Although the City View and the Yellow docks are important to the future of Queen City, there was great concern about committing the club to these two large capital expenditures simultaneously. But until a decision was made on these large cost items and their financial impact for future years it was not possible to determine what other capital projects could be undertaken.

The Board spent many hours over many months wresting with this decision but in the end, primarily due to the uncertain economic climate and how that might affect the demand for moorings in Toronto, decided to remove the City View docks from the Short Term Plan. It will remain on the Long Range Plan. With the shelving of the City View dock the Yellow Dock replacement, with a professionally built facility, was approved with the $150,000 cost being spread over six years, $50,000 in 2009, $40,000 in 2010, and $15,000 per year for the next four years. $75,000 will come from capital reserves and $75,000 from a short term loan over five years.

That is what the Planning process is all about; assisting the Board in making sure what needs to get done gets done and what doesn't need to get done gets postponed but not forgotten and what needs to get done is done within the financial constraints of the Club.

Some other items identified as part of the 2010 Short Term Plan include;

$15,000 for work on the Algonquin Queen and Harold Robbins – Priority 1

$5,000 for electrical panel upgrades in the yard - Priority 1

$15,000 for a new asphalt road way to the north gate - Priority 1

$5,000 for building maintenance for Grounds - Priority 1

$5,000 for repairs and stabilization to the Learn to Sail building - Priority 1

$20,000 to refurbish the mast crane and winch - Priority 2

With the $40,000 already committed for Yellow dock that adds up to more that $100,000. But we don't likely have $100,000 available to spend next year on Capital projects. When the Short Term Plan is approved, it does not mean individual items in the Plan are approved. Each item on the Plan is scrutinized again by the Board before getting individual approval based on its perceived priority and funds available. That means that if $100,000 is not available, $100,000 will

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Rear Commodore

Graham Dougall

I would like to take this opportunity to thank everyone for making this season a success. Wednesday night racing participation is up such that another class was introduced to better align the numbers within a class and the rating differential. While far from perfect, this was a step forward. We will again look at the splits for 2010 and adjust them for each series.

I would especially like to thank Nancy Moore for being chair of the Women's Skippers Race for the past two years. Jill Stewart has volunteered to be chair for 2010. I know everyone will give Jill their full support.

In the area of cruising, we all need to thank Sandy McKnight's efforts in organizing the Club's cruises. He would appreciate help in planning the 2010 cruising season. Anyone interested, please contact him.

In order to start the planning for next year, the following post season participants' meetings are planned:

Cruising Post Season Participants' Meeting 1615 Sat. Oct 24th

Racing Post Season Participants' Meeting 1645 Sat. Oct 24th

We are always looking for volunteers for both the racing and cruising programs, especially with respect to planning over the winter. Some of the particular areas we would like to address include adding club races to meet the interest of members such as races in the lake, some including spinnakers on some Friday evenings. In order to meet this interest, we need to address race management logistics over the winter. If you're interested in helping, please contact me.

The winter is a prime time for attending education sessions on yachting and related activities. This is especially true for those amongst club members who have yet to obtain their Pleasure Craft Operators Card, by missing the September 15th deadline. Toronto area clubs always welcome QCYC members to attend their off season courses, so I suggest members check the following clubs' web sites:

NYC	www.thenyc.com
ABYC	www.abyc.on.ca

Other organizations holding courses include:

Canadian Power & Sail Squadron	www.cps-ecp.ca
Humber College	www.humber.ca

The winter is also a good time to take a CPR & First Aid course in preparation for the next season. Organizations in the Toronto area that offer these courses in the evening and week-ends include:

St. John Ambulance	www.sja.ca
Canadian Red Course	www.redcross.ca

Watch for items affecting the sailing program in the QuickClipper over the winter.

House Report

Ken Owens

So as another season at good old Queen City rapidly draws to a close I hope you have all had the opportunity to enjoy your clubhouse to the fullest. We all know how special a place it is and we received a lot of feedback from members and visitors alike who remarked that it hasn't looked as good in years. My thanks go to our hard working staff – Don, Felipe and Russ – for the attention they pay to keeping things clean and in good state of repair throughout the season.

But the staff is only a part of the picture. Ongoing contributions from members are just as important and a great source of pride. While we didn't have a major project like a new washroom or a facelift to the entrance on the capital plan this year, keeping "the old girl" looking her best will always be a priority needing the contributions of many hands. But don't be discouraged if you can't build beautiful new doors, donate high quality hardware or commission and install an amazing entrance canopy – there's always something you can do that is within your powers or talents to help out. Check out the list in the office or talk to me about an idea you have and you can get busy helping to keep your clubhouse in tip top shape!

I also hope you had the opportunity to enjoy the labours of All Set Catering who we were very fortunate to sign up for another three year term. They're way more than just contractors – they're an integral part of the Queen City family. They've even been infected with the Club spirit and willingly offer their talents to special events like Lobsterfest and Pig Roast. And who wasn't enticed by the excellent and constantly changing weekly offerings from the kitchen? I know I anxiously checked my Quick Clipper every week to see what next weekend's specials would be. Thanks to Garry Baker and his Restaurant Committee for that innovation. We rented the Great Hall for a number of events for members and non-members this year and I think we struck the right balance of providing much needed additional revenue to support Club operations and business to keep All Set busy without unduly interfering with members' use of the facility. I can tell you from personal experience that there's no better place to host a special event and no better team to help you put it on than Silke, Rob and the whole All Set team. Think about using the Club for your business or personal events for next season!

It's been a real pleasure to work with the Vice Commodore, Treasurer, Fleet Captain, Secretary and Commodore on the Management Committee this year. We had lots of great discussions and made a few decisions that I hope were reflected in a smoothly run operation. All the work seemed somehow lessened by the fun we had together I guess many hands do make light work!

Enjoy the rest of the season and here's to a safe Haulout.

Grounds

Chris Borgal

The summer is rapidly drawing to a close (gee, that sounds almost the same as "It was a dark and stormy night") . . . and our boats will soon be ready to put to bed (oh puh-lese, stop!). Really, folks, it has been a great summer in spite of the crummy weather we had earlier on and the grounds, thanks to the efforts of so many people, have never (at least in my short-term opinion) looked much better.

Just after I agreed to be grounds chair, the bridge to the Algonquin Queen took a flyer and I looked with dismay on the task ahead (being an architect who specializes in restoration and heritage buildings I was aware of the amount of work involved). However, many people assisted (to the tune of about 200 hours of labour) and we fixed it!!

The great locker competition finally dragged to its inevitable conclusion with the winnah being Block B (they did a hell of a job which included re-setting the damaged supports). A surprise second place was Block D, which was eligible although completed last year (without the initial incentive of beer bribes). Locker C was next, and the hanging plants really did figure in a good score. Honourable mention to the Hollywood Block and the Dinghy Shed where considerable work was also done to spruce up the club (the Dinghy Shed folks, in particular, set an early standard for the remaining blocks to emulate). We won't comment on Blocks E and F (of which the undersigned is a tenant) which seemed to be impervious to the lure of beer. Next year, perhaps, another game can be cooked up to encourage improvements at the back of the yard. And some of the things done by other blocks (hanging plants, lighting, graphics on doors, spar storage compartments, etc.) can serve as an incentive to those newly refurbished lockers to keep the momentum going in the upgrading of our club.

More minor items were also done, such as the new signs to the gates and pruning of dangerous limbs. A storage cage for propane tanks has been ordered (at a cost below budget) and a small crew will be required to set a base and assemble it. And huge kudos to the crews who raked, swept and gardened to keep the "softscapes" and "hardscapes" in peak condition - much of it done under the direction and help of Roz Ross. A small crew intends to lift and raise the paving stones near the south gate to remove the pond that forms there after a rainfall - possibly this will be completed this fall.

We will need a crew to help with the stabilization and underpinning of the Junior Club which will be done after the installation of the new yellow docks (just after haul-out). If you are handy with tools, and need work hours, this important job is just the thing. We will also need some help cleaning out the inside of the building - it seems that the American Mink, now so visible on the island, have been dragging their dinners into the building where it is now rotting. Respirators and Tyvek suits will be obtained for anyone willing to help flush the building out and sterilize it prior to the construction of new footings.

A smaller project is still required with respect to the paint storage shed. Repair of the lower portion of the walls, drywalling of the interior, installation of a new roof and other tasks are required. Please let Don know if you or a small crew can help there. There will be plenty of time after haul-out and prior to snowfall to complete this project.

A budget has been established in the Short Term Plan to re-do the access path from the north gate to the clubhouse. Currently, upon approval of the project, the budget would cover widening and levelling of the path to allow vehicles to reach the clubhouse for deliveries. However, currently the budget is set for asphalt paving to ensure we can afford the work. It would be nice if some members could take on getting donations so that we could upgrade the plan to allow for paving stones and improve the proposed appearance. Another project will be the repairs to the garage. That building is more historic than most as it was originally the engine shed (the rear door was where the cables exited when the garage was located over by the ways). Restoration will require lifting the building, repairing the bottom of the studs and replacing damaged siding, new footings, and paint. This could be a spring job for those wishing for early hours next year. Other plans in the works will include re-circuiting and wiring of the locker blocks to ensure safe power to both the blocks and the yard.

Thank you to everyone who collaborated in the past year and a thanks in advance to those who will help with the fall projects. It is amazing how our members work together in all things and the amount of progress that can happen if we apply ourselves to the tasks.

Planning

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not be spent. But items of highest priority will be undertaken for the money available.

Nor does it mean that other items won't arise during the year that were not anticipated at the time the Short Term Plan was approved; those unexpected surprises. They will need to be dealt with and the Short Term Plan revised accordingly.

Planning at Queen City is a process, not an event.

How To Be a New Member – Dig Right in and Have Fun

by Mark MacRae

I believe the photographer was John Crawley from LORC. That's Panache (Sail No.150) leading Blythe Spirit (14050) and EYC's fleet of C&C 27s just after the start of one of the races at the EYC Open Regatta.

Panache has been having a fun season full of racing this summer.

Thinking back to that first Wednesday night race in May when a totally green crew nervously put up the #3 jib and just hoped we could get through the night without being protested, avoiding injury and trying not to hit anybody else, we've come a long way... Besides sailing in the weekly, white sail club races, we raced flying sails in all the LORC regattas as well as LYRA. We developed some healthy rivalries with boats from other clubs; it would have been nice to see more QCYC boats too, though... maybe next year? Spinnaker racing taught the crew (and skipper) a lot of lessons - many were learned the hard way - but we always had a blast out on the water. Highlights for the boat this year were winning the Women Skippers Race (with Meghan Burns at the helm), earning our first QCYC Series flag - a third in the second series, and winning our first regatta - the NYC/QCYC Open.

If anybody's looking for some reading to keep them warm this winter,

browse over to Panache's online log:
http://n26panache.wordpress.com

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