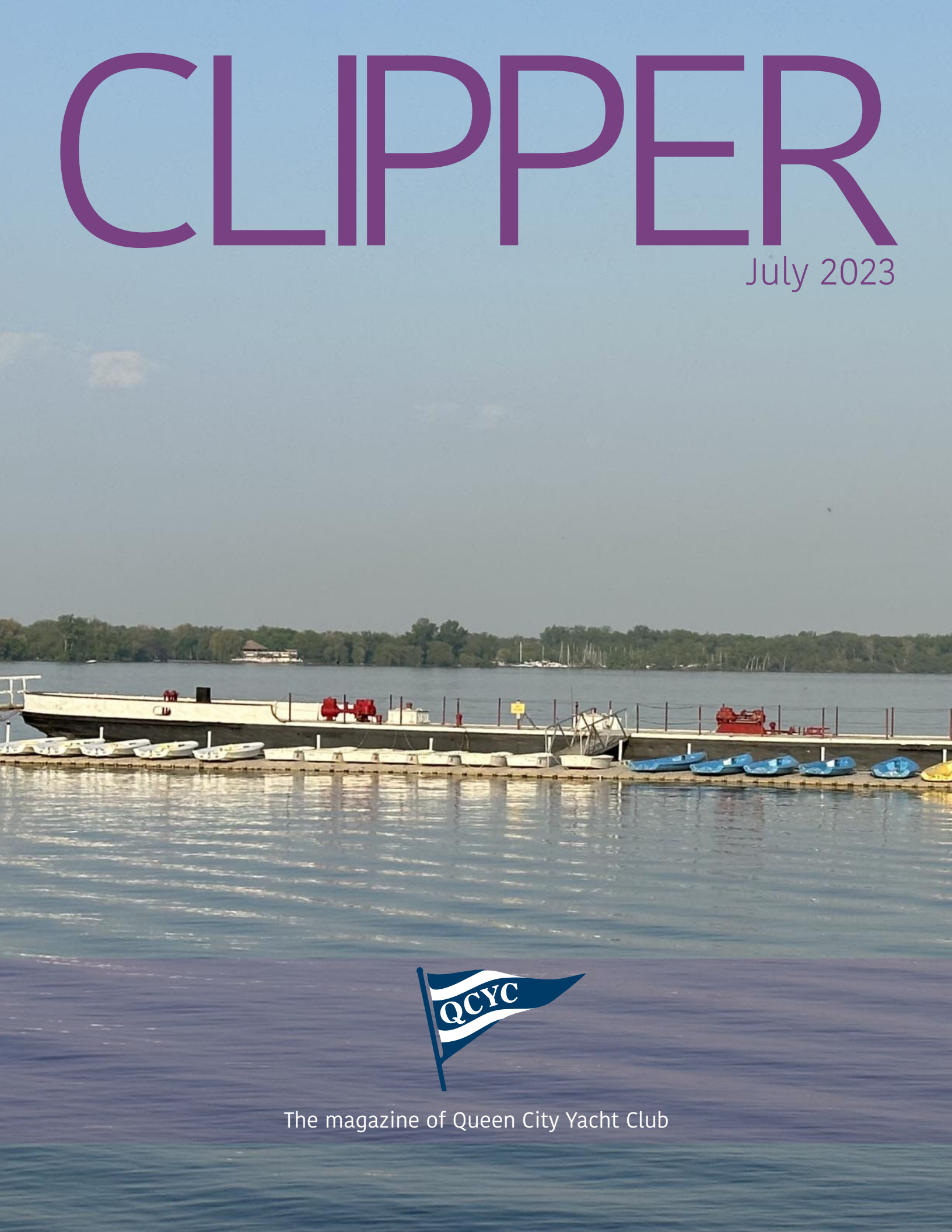
CLIPPER

July 2023



The magazine of Queen City Yacht Club

From the Editor

Valerie Wint vwint51@rogers.com

There's so much happening at our club that it's hard to keep track. We've got lots of racing and cruising. We have Learn to Sail and Safety at Sea. Our members are constantly busy improving and maintaining our club – cleaning and painting and gardening, mending and fixing docks. But we certainly know how to play hard too, with tons of entertainment options, from Lobsterfest to Trivia Night, from a Twilight Flotilla to Open Mic Night. And, for good measure, *The Rocky Horror Picture Show.*

Thank you all. You make me proud to be a member of such a vibrant club.

PHOTO CREDITS

Cover	Rob Nicholson
Page 2	Ian Bond
Page 10	Moya Ashby
Page 14-15	Emily Darling edited by Thomas Benton
Page 11-13, 16	Archives
Page 19-21	Valerie Wint
Page 22	David Drage
Page 26	Rob Nicholson
Page 28	Kristin Basmadjian

BOARD

Commodore	Jeffrey Imai	commodore@qcyc.ca
Vice Commodore	Dan Smith	vicecommodore@qcyc.ca
Rear Commodore	Bruce Smith	rearcommodore@qcyc.ca
Fleet Captain	Andy Oakes	fleet@qcyc.ca
Treasurer	Lisa Duncan	treasurer@qcyc.ca
Secretary	Wanda Forsyth	secretary@qcyc.ca
House	Mark MacRae	house@qcyc.ca
Moorings	Rob Nicholson	moorings@qcyc.ca
Grounds	Rob Hupfield	grounds@qcyc.ca
Membership	Elif Guzelgun	membership@qcyc.ca
Planning	Eric Whan	planning@qcyc.ca
Entertainment	Jennifer Deyell	entertainment@qcyc.ca
Communications	Roger Petersen	communications@qcyc.ca
Learn to Sail	Christine Guerin	learntosail@qcyc.ca
Yard	Mike Krasnay	yard@qcyc.ca
Past Commodore	Ron Mazza	pastcommodore@qcyc.ca
Manager	Laura Manganaro	office@qcyc.ca

COMMUNICATIONS

The Clipper is published four times a year. Contributions may be submitted to the publisher via email at communications@qcyc.ca.

While an effort will be made to publish submissions, the publisher reserves the right to edit material for length and suitability.

Clipper Publisher	Roger Petersen	communications@qcyc.ca
Clipper Editor	Valerie Wint	vwint51@rogers.com
Clipper Layout	Glen Newbury	glennewbury@me.com
Quick Clipper Moderators		Jim Neundorf Victor Granic
Webmaster	Arleigh Crawford	webmaster@qcyc.ca
Twitter	Keith Nunn	
Facebook	Lesley Heathcote & Linda Hodgkinson	
Instagram	Kelly Callahan	

The Heart of African Sailing

By Roger Petersen

Photos and information courtesy of Abigail Temfwe of wholefoodabroad.com and the Mulungushi Dam Boating Club.

The Clipper's travels to unique and unusual yacht clubs takes us to Africa. Most sailors know Africa from its famous and infamous coasts – the Mediterranean coast of pharaohs and the Bible, the Barbary Coast, and the mid-Atlantic slave trade route – horrific chapters of history. The Red Sea off Somalia where the threat of pirates is all too real, to the Cape of Good Hope – an iconic mark in so many legendary races. But we are going inland to landlocked Zambia – the closest coastline a thousand kilometres away. It is the literal and figurative heart of Africa. It is also home to the Mulungushi Dam Boating Club. Not a damn boating club, a dam.

The club owes its existence to the Broken Hill Development Company's decision in the 1920's in what was then Northern Rhodesia to build a dam, creating the 20 km long by three km wide lake. The power station was officially opened by the then Prince of Wales, the future Edward VIII, in 1925.

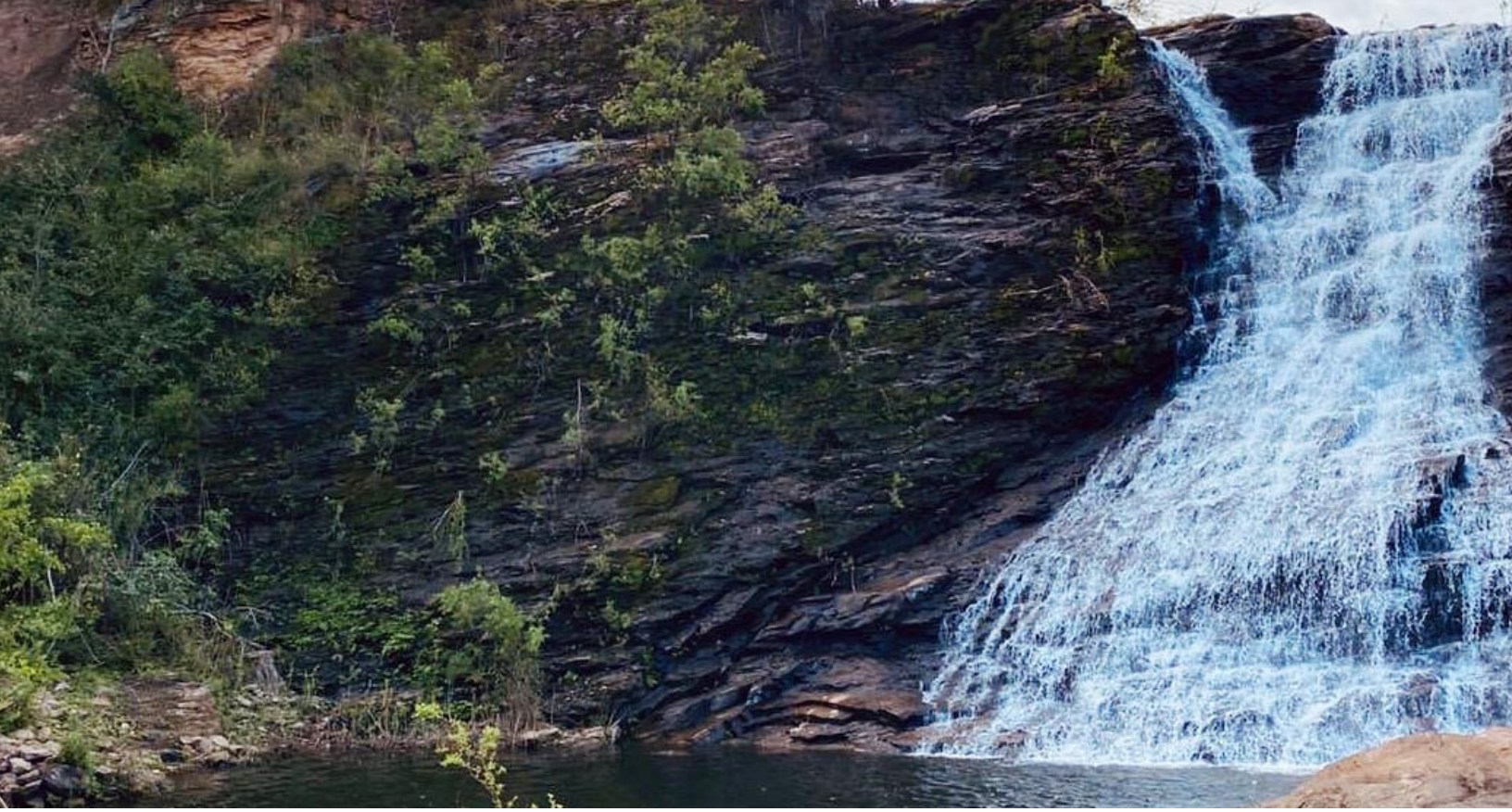
It would take another 15 years before someone would realize the lake was a great place for a boating club. Original members used the old construction

camp for their home with the original clubhouse still standing but now used for boat storage. It was replaced in the 1950's by a shiny new clubhouse thanks to some generous donations from the mining company. Must be nice to have a benefactor like that. During that time, the club purchased several rondavels from Rhodesia Railways. Rondavels are the classic round African huts usually with walls of mortar made of sand, soil and sometimes cow dung with a thatched roof. Kind of the Zambian version of our lockers, with members using them as weekend retreats.

In the 1960's and 70's the Club took off. It was a popular escape for mine employees and Broken Hill residents, and many of them built small chalets so they could spend the weekend at the club. There were races most every Saturday and Sunday and when the Zambian National Regatta was held at MBC, it was the largest turnout ever with more than 140 sailboats entered, many coming from across the country. Not an easy task when many roads were nothing but rutted paths. In fact, MBC was known for some of the best sailing conditions and facilities in the region. It wasn't just sailing, there were fishing competitions and even para-sailing events.

Sadly, the good times would come to a sudden halt when the civil war in what was then Rhodesia spilled over to the region. Known as the Bush War, it saw Zimbabwean freedom fighters battling white minority rule, using what was known as Crocodile Island (colloquially "The Gap") as a training camp. Members were blocked from going through The Gap to the larger part of the lake. The Zambian army eventually moved in and took over the Club, declaring it a restricted area. While peace would come in 1979, the Club would remain closed because of a financial battle over the mine and surrounding land after the company went bankrupt. Finally in 1996, a deal was reached, and the Club gained permanent ownership of the land and facilities. It again hosts sailing and fishing events and still attracts sailors from near and far.

One other political note about the Mulungushi. During the height of the push for African independence in the 50's and 60's, many of those leaders would gather at what was known as the Mulungushi Club to discuss their options and strategies. Zambia's father of independence, Kenneth Kaunda passed away in 2021 at the age of the



97 – the last of these legendary leaders.

If you are up for an adventure, the club is about four hours from the capitol of Lusaka. You may see Zambia's national bird the fish-eagle on the way. If you are really lucky, you may spot the sadly now-endangered black rhino or lion. One animal you likely will not A 100 metre waterfall protects the river and lake from a very healthy population of crocs in Zambia, more than a few of which are maneaters. So, enjoy a refreshing dip. If you dare.

What Do I Take Racing?

By Troy Surrett

I've been crewing on racing yachts for a few years now and I've had almost the exact same stuff in my race bag the entire time. If you're new to the sport, reading this could save you some cash and some unpleasant days. By mostly avoiding sailing-specific brands, we can save a lot of money, too. If you're an old hand, maybe you'll pick up a good idea or two towards the end of this article. This is what I take with me for Wednesday nights, AHMEN races and the LYRA Open Regattas.

The Basics

Let's start with the stuff that I've ALWAYS got with me:

- lightweight rain gear (mine is from MEC)
- lightweight full-zip fleece
- toque

These things will keep you dry and warm in the kind of conditions you're bound to see on a regular race in the Ontario summer. They're cheap enough, light enough and they pack down tight enough for you to always have them. MUSTO foul-weather gear is a waste of money for these parts and your skipper doesn't want you coming on board with 40lbs of gear! I've gotten great use out of the Aquanator rain jacket and rain pants from MEC, though after 5 years I have had to replace them once.

Combining the rain jacket and the mid-layer will give you a lot of warmth when you inevitably have that day that's colder than you expected, and if you did bring a heavy jacket on a cold day these can still go on underneath for extra warmth! One thing to make sure of: your mid-layer should not be cotton. Don't use an old hoodie. Cotton isn't warm when wet and it absorbs water. Sadly, the evil micro-fiber-shedding fleece made from recycled plastic is the best thing for the money. Merino wool might be a more ecological choice, but it costs about twice as much. A full-length zipper will help you get it on and off easily in the cramped, bouncing cabin of a yacht underway compared to something you have to pull over your head.

Sun Safety

- Cetaphil SPF 50 Daily Facial Moisturizer
- any SPF 50 or higher cream sunscreen
- white bucket hat with chin strap
- sunglasses
- glasses retainer

Cetaphil is a lot nicer on your face than standard sunscreen: it's lighter and it won't clog your pores. Cream sunscreen means you're not losing it all in the wind when you try to reapply mid-day. Spray-on sunscreen is a great way to catch a sunburn on your leeward side. Explain that at the office! Sailing will give you the sneakiest sunburns: I've had them on the top of my head and the septum of my nose.

The Pharmacy

- A small pill tube with: 2 Gravol (or dramamine), 2 Tylenol, 2 aspirin, and your prescriptions or emergency medications
- tube of rehydration tablets: NUUN and Hydralyte are good brands

Sailing isn't like baseball or curling or soccer: you can't just step off the field when you start to feel unwell. Personally, I take a half tab of Gravol before leaving the Inner Harbour in anything over 10 knots. The fatigue effect of dramamine is a worthwhile tradeoff versus the awful sensation of seasickness. In the event of pain:Tylenol and Aspirin may be taken together for a bigger effect than either one alone, but check first with your doctor. When dehydration sets in, water alone is not enough, so popping a NUUN tablet in your bottle will give you some hope of recovery. These things are well worth the few grams they add.

If you have a medical condition, I recommend not only briefing your skipper on how to help you manage your condition in an emergency, but also other crew members. The skipper is responsible for a lot, so sharing that load in an urgent situation can really improve the outcome.

- 3/4 fingered sailing gloves

I recommend GILL "Pro" gloves. Yes, they're $100, but the $50 gloves just don't last. I can usually get at least 2 seasons out of a pair of these. They are a bit stiff, so your hands might get tired faster, but I find it a worthwhile tradeoff. Buy a couple pairs during the boatshow sale over the winter. But if you're watching your budget any short-fingered sailing glove will do.

This rounds out the list of things, besides beer, that you should carry if you're a first-year crew member. You can stop here. This will set you back up to $300, depending on what you already have.

Getting More Advanced

These are the, "Oh my god, you're a hero!" tools, for more dedicated racers:

- headlamp
- 1 set of extra batteries for your headlamp
- multi-tool
- Gear Aid Tenacious Tape
- 1 sail tie

A headlamp is essential for a sailor. Since this is an advanced sailing topic, I'm going to put this in sailor's language: once it's dark out, you're F'D without a headlamp! I know racers only plan to be out during the day, but s**t happens! Sometimes, even in the day, there are some dark places on a sailboat, and you've got to get in there and fix it! If the fuel gauge fails, putting your light against the plastic tank can show the level. The screwdriver rolled into the bilge? Your headlamp can be the difference between "I found it!" and "OMG I'm gonna hurl!" Besides if you have any cruising or offshore racing aspirations, you will need a good headlamp.

I truly recommend the Black Diamond Storm 450. It's waterproof enough to stay alive if you're overboard or it's pouring rain. The battery lasts a long time, it's tough, it's got both a floodlight and a spotlight, it dims, and it has a red mode. Those are all the helpful features I've discovered. Headlamp manufacturers like to pack in as many pointless features as possible, but don't be persuaded by a headlamp with a big feature set and a cheap price. There are a lot of flimsy headlamps out there with 3 strobe modes that will let you down after 2 months for the low, low price of $35 so you can go buy another one. I've had my Black Diamond for 6 years! It's been on the LO300, it's been to the BVI, Air Canada lost it in a puddle for 3 months: it's great!

PRO TIP: if you want your yacht to be seen at night, shine your headlamp on the sail on its brightest setting.

The Leatherman Super Tool 300 is another durable item I recommend if you don't already have a favourite multi-tool. The key features are strong pliers for stuck shackles, a sharp knife, and a serrated blade. On my first charter trip in the BVI our boathook was bent, and then failed while picking up a mooring. We were able to saw through the damaged sections and repair the boathook, thanks to our Leatherman! Still, it's not a replacement for the yacht's general tools: I have bent the flat head screwdriver of my Leatherman on a stubborn bolt. As for rigging knives: I've never found those loop things on rigging knives to be practical, and my Davis rigging knife is broken anyhow.

Tenacious Tape is $9 for 20", which seems like a bad deal. In the time I have owned it, it has saved me from replacing an $80 pair of rain pants and there's lots left. The repair is still good 2 years later. The reflective variant is great for adding to other bits of sailing gear, like your gloves, jacket, or lifejacket. I put some on my water bottle and now it's very easy to find at night. It's extremely reflective and it's reassuring to have it on the shoulders of my lifejacket. The small, light roll fits in the side-pocket of a duffel bag so you have it when you need it.

Why the sail tie? Because being johnny-on-the-spot with a sail tie makes you a hero! You wanna see a skipper smile at you? Save a doused jib from flogging and sliding off deck with that sail-tie and you'll never forget the look. They come in 5-packs from binnacle.com; split them up with your crewmates.

Now, let's talk about your bag, sailor: sailing bags should not have frames or wheels! These will scuff up decks, companionways, hallways, and trims. A

backpack is fine, but a duffel is soft and it gets smaller as it gets emptier. It has less straps and more handles than a backpack, so you can handle it going down a companionway without getting caught on everything. You don't need an expensive sailing-specific, water-proof, ultra-tough duffel bag, in fact I don't recommend those because the fabric is so stiff that they don't get smaller as you empty them. Anything you find comfortable to use and not too big is good.

Warm And Dry For Cheap

When it gets cold and wet, I have a few extra tricks that I throw in:

- extra protein bars
- 2mm neoprene gloves
- neoprene socks
- a bar of dark chocolate

This stuff will really improve a rainy day. Neoprene gloves and socks mean that you will be warm, no matter how wet you are. I have been amazed at how good neoprene socks are at turning sailing shoes into sailing boots for a mere $30. Gill boots start at $125! The socks and the gloves are small enough that you can pack them "just in case" but you can't say that for a pair of boots. Extra food will warm you up and encourage you to hydrate, but avoid crunchy bars that make a lot of crumbs. Handing out squares of dark chocolate after a thunder shower will lift everyone's spirits and make you the crew's hero. I pack these items for any AHMEN race with a chance of summer thunderstorms, whenever rain is forecast, or if I'm on the foredeck and it's gonna be windy.

Other Favourites

Here are a few of my personal favourites:

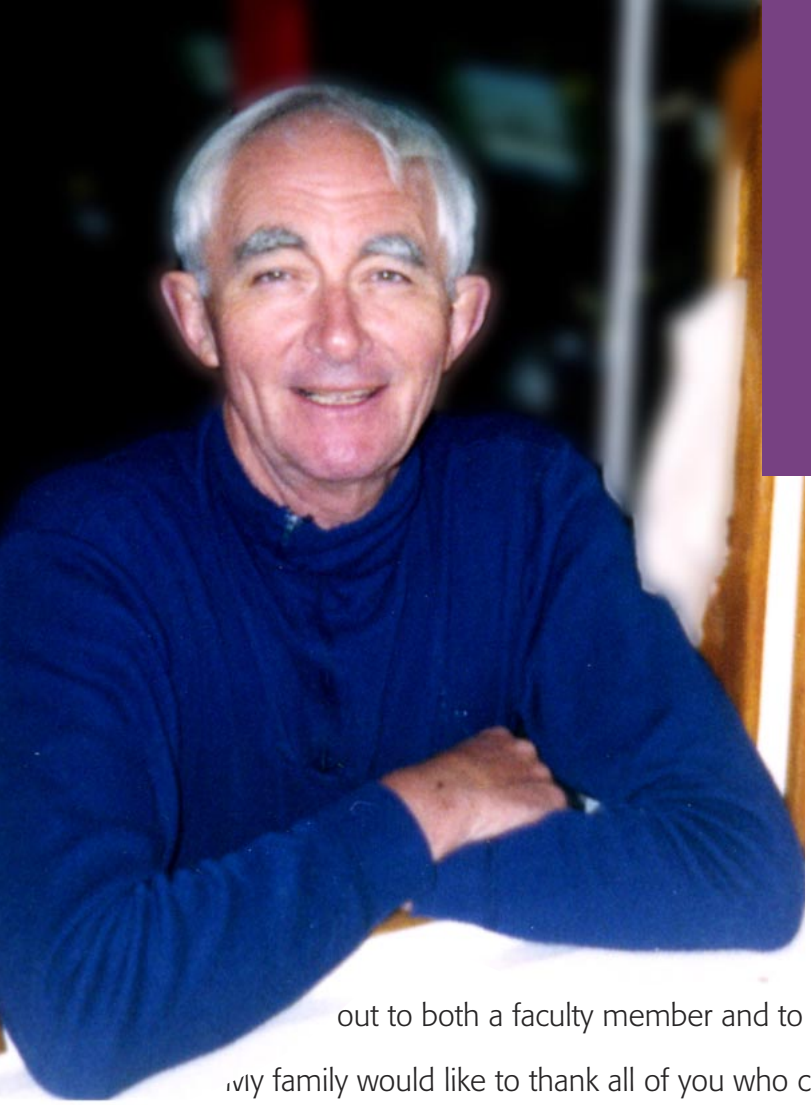
- white, long-sleeve UPF 50 shirts
- white, UPF 50 buff
- Salus Coastal lifejacket
- skate shoes

Sunscreen can be unreliable, and I'm sailing a lot these days, so I've become a big, big fan of white, long-sleeved UPF 50 shirts. These are cool, even though they're long sleeved. It's magic. A "buff " made from the same material can cover your neck and face for long sunny days. Combined with a wide-brimmed hat, it really reduces the sensation of heat since all the radiative heating of the sun is blocked. If you plan to race for a long time this strategy will have a significant impact on your cancer risk.

I know most people don't like to wear a lifejacket when racing, but I have gotten amazing service out of the Salus Coastal lifejacket because it has POCKETS! Pockets that zip up! Sailors without pockets are not handing out any extra sunscreen, or granola bars, and they aren't saving the day with a magical sail tie or a multi-tool. It's not the stated goal of a lifejacket, but it turns out to be its #1 practical use. As a bonus, it makes me more confident working on deck. On a Wednesday night, I know I will get picked up. Without it, I'm not really sure if someone will get to me before my jeans and shoes and a jacket drag me down. How long can you really tread 15 degree water without a break?

I don't recommend Sperry shoes - I find they're expensive and they don't last. You don't want top-siders on the race course, anyhow. I wear Vans because skate shoes are low-cut, non-marking, grippy and moderately priced. The foredeck is kinda like a giant skateboard: it's moving and it's covered in grit! Top-siders do flatten out nicely in your sailing bag, so they make good back-ups for the trip home on those wet, windy days where you go forwards to adjust the genoa leech-line and find yourself ankle-deep on the toe-rail as a gust comes along. Days to live for, my friends! And with a few pieces of good gear, you won't have to suffer for them.

If you see me around the club with my big blue duffel bag: that's what's in it.



Peter Ashby Collegiality Award

By Moya Ashby and Roger Petersen

Peter Ashby was an all too familiar face around the club and around the cans, and his death at the age of 84 in a sailing incident two years ago was a shock to us all. But his memory lives on not just here at QCYC, but also in the medical field where not surprisingly, he was as loved and accomplished there as he was here. His beautiful wife, Moya, just wanted to share this news and we thought it was appropriate that it be shared in print as well:

I thought you might like to know that recently the Peter Ashby Collegiality Award was given out to both a faculty member and to a resident of the U of T Division of Neurology.

My family would like to thank all of you who contributed so generously to the award. Many kind words were said about Peter at the presentation. Peter is a hard act to follow but I believe that the recipients of the award will follow in his footsteps brilliantly and have no trouble in living up to the spirit of the award and Peter's legacy both in neurology and life.

New Perspectives

QCYC's own Nancy Moore is having an exhibition of recent paintings at the Riviera Kitchen/Gallery during July. The opening is Thursday July 6 from 7 to 9 pm, and the exhibit runs until July 30. For those who weren't aware, Nancy designed this year's offering of regalia from the club.

The 1993 QCYC Big Dig

An Amazing History
Part One – To 1993

By Ron Mazza

Have you ever wondered, as you walk along the path between the winch house and the north gate, why you are walking in a valley between two hills? If you have, wonder no more, because I'm going to tell you why those hills are there.

2023 is the 30th anniversary of an amazing project to save our clubhouse that required the removal of 500 tons of sand, by hand, from beneath the building – The Big Dig. It was a huge undertaking, but because nothing is presently visible to remind us, except those two hills, it has largely been forgotten. But this is history worth remembering.

This article is Part One of the story: the background and history leading up to that 1993 Big Dig. In Part Two there will be a full description of that 1993 project. Much of this background history is also available in the 1989 QCYC Centennial book created by members Wayne Lilley and Steve Manley. This book is available to view on our website.

In the Beginning

The QCYC clubhouse you see now is not our first. Our present clubhouse was built in 1921. The original QCYC clubhouse was constructed at the foot of York Street in 1902. In those days the foot of York Street was further inland, closer to the existing Gardiner Expressway. This 1902 clubhouse, designed by then-member and renowned Toronto architect E. J. Lennox (Old City Hall, King Edward Hotel, etc.), was built on a timber pier supported on wood piles driven into the bottom of the Bay. In 1920, those piles were under-mined by adjacent dredging by the Harbour Commission as part of a land filling operation and this

still relatively new building unceremoniously tipped into the Bay. This triggered the move to our present location on Toronto Island.

Following a tradition that would continue through the history of the club, our present clubhouse was designed by a club member, architect J. A. MacKenzie, and was constructed in 1921 on land leased from the City of Toronto. It was the first substantial building on what was then called Sun Fish Island which the City had just recently created by dredging sand from the bay. Our club historian, Richard Slee, has described the history of the QCYC clubhouse in an excellent presentation celebrating the 100th anniversary of the present clubhouse in in 2021.

This new building is also a wood frame structure supported on wood piles driven into the sand. Each of these piles is topped by a cast-in-place concrete pile cap which support an 8" x 8" timber beam spanning east west at 13'6" centres. It was built right on the east shore of Sunfish Island partly on land and partly over the water. The MacKenzie drawings show these beams only 8" clear of the grade below, but that only applied to the west portion of the building. The grade on the east portion sloped away below the water level allowing boat launching from the east side of the clubhouse. About half of the building was built out into the water.

During this early period there was no access from the Wards Island ferry dock to Sunfish Island. There was no bridge. Members had to catch the City Ferry and then whistle across to be picked up by a small boat from the club. The club initially had Sunfish Island all to itself except for some seaplane sheds at the west end, and a YMCA day camp for "under privileged"

boys (including my father). That all changed in 1938 when the City expropriated the cottages on the west sandbar at Hanlan's Point to construct the island airport. We would soon have neighbours.

New Neighbours, a Sheet Pile Seawall, and the Makings of a Problem

As partial compensation for the expropriation of cottages at the new airport site, the City offered the owners lots on Sunfish Island. To accommodate these new neighbours, Sunfish Island to the west of the club lands was raised in height, leveled, and expanded. This is the reason the QCYC lands and clubhouse, which were not raised, are at a lower level than the rest of Algonquin Island and more prone to flooding. The new residential area was then laid out with streets and 50' x 100' lots to accommodate those cottages which were floated across the Bay to their new locations.

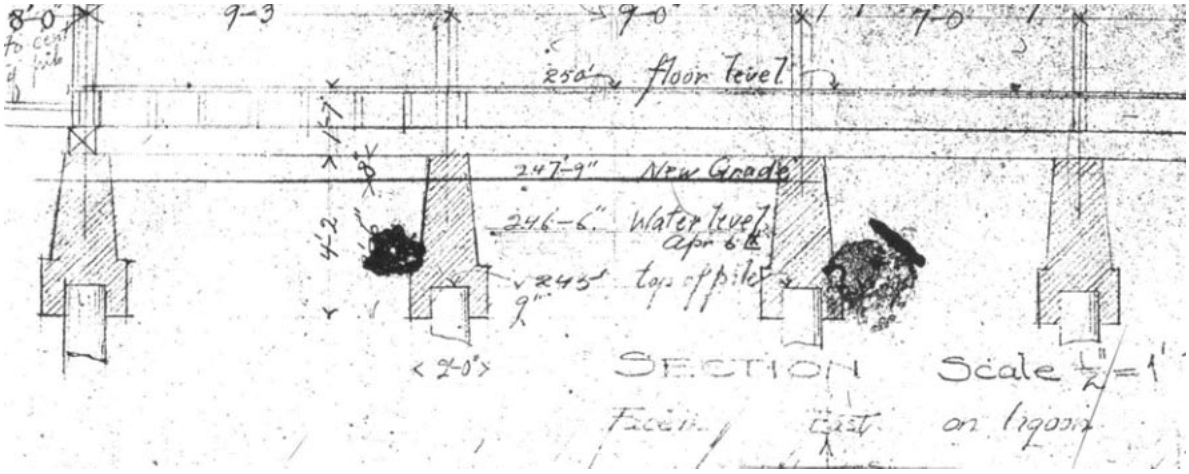
The island was then renamed Algonquin Island and the bridge built to facilitate access to the Wards Island ferry. These first cottages floated from the airport site got the prime lots, usually around the perimeter. The rest of the lots were then built on after the Second World War in the late 1940's and early '50's. QCYC benefited from these new neighbours as many club members in this period were Algonquin Island residents.

Because of severe erosion undermining the sidewalk on Seneca Avenue in the 1950's, the City constructed the steel sheet pile wall along this shore, stopping at the northeast corner of our land. But similar erosion was also occurring on the east shoreline of our leased land. In the early 1960's the club convinced the City to extend the sheet pile wall from that northeast corner right around to the Algonquin bridge. In doing so they infilled sand on the inside of this new wall, including under the clubhouse. The level of the grade under the clubhouse was raised to very close to the underside of the structure. It seemed like a good idea at the time.

In 1964, several years after the wall was completed, QCYC undertook the restaurant/office addition on the east. Continuing with the practice of engaging member architects, this addition was designed by club member Jack Beckett. As with the original building, this too was a wood frame structure supported on timber piles, but this time without concrete pile caps.

In 1975 the club undertook a major renovation of the clubhouse. This included removing all the lockers on the ground floor to create the existing snug room and middle room; relocating, and widening the main stair to the great hall; new restaurant décor; renovated and enlarged washrooms; a renovated bar area, etc. Continuing the long-standing tradition, the architect for this work was senior member Allan Rae Jr. But no work was undertaken on the foundations which were assumed to be still sound.

Continued on page 16



Jordan & Amy
Bennett

Continued from page 13

Mr. Commodore, I Think We Have a Problem

All seemed to go well for the next 30 years and then it didn't. In 1993 noticeable settlement in the southwest portion of the clubhouse was noted, and in September of that year portions of the exterior grade walkway were removed to inspect it, revealing a major problem.

The sand levels under the clubhouse had risen above the level of the supporting beams and floor joists. This was likely caused by years of fluctuating water levels moving sand upward as well as erosion of sand from outside the clubhouse into the space below. Much of the ground floor structure of the building was now encased in moist sand. The structure was slowly but inevitably rotting away and sinking into the sand. Something had to be done before the building became structurally unsound and followed the fate of our first clubhouse in slowly collapsing.

Stay tuned for what happened next in Part Two of the QCYC Foundation saga.

END OF PART ONE

A Recap of the Spring into Summer Event

By Pam Mazza

Thank you all for turning out in such terrific numbers. Old members, new members and not-as-yet-members showed up with such enthusiasm, it was amazing. Soooo much got done. And what a glorious day.

There was an extensive yard cleanup. All the old boardwalks from flood days were dismantled and much of the wood was salvaged. Junk and old rotten wood were removed from along the west fence and around the ways, and old cradles were cut up. Years of old leaves and debris were raked up.

The dry sail pad is now looking its best in a long time. The larded plastic underlays were removed, a massive weed removal was undertaken, and the area was power washed. By Sunday most of the spring migration of boats had been moved off the lawn and into place.

Dock repair was a flurry of activity, and a little sawmill was set up, allowing the boards to be put in place as they were cut.

The Clubhouse got some real TLC. Almost all the deck areas were washed and got a fresh coat of paint. The windows are now sparkling inside and out, and much spider poop was scrubbed away. The Foyer was cleaned top to bottom, the handrails were newly painted, and pictures hung. Some trim got a fresh coat of paint and fascia prepped for painting. The laundry room was drywalled, and systems connected and inspected by the fire department, and made ready for painting.

The garbage compounds were cleaned, painted, reinforced, and new caps put on the posts. The peeling doors of the winch house were scraped and repainted. Our outdoor furniture was washed and ready to be put in place. The new cushions look fabulous.

The nearly 400 yard bags we purchased were filled, thanks to a lot of raking by so many. The gardens were weeded and pruned, and the fountain cleaned in readiness for planting. Wheelbarrows of soil were moved to continue remediation along the raised walkways in readiness for seeding. Some of the front lawn was raked and prepped for more soil and seeding to follow up from last year's efforts.

Thanks to each of you, the day was a huge success by our accounts. What was impressive was the enthusiasm of our new members and about-to-be members. And a special thanks to Evan, our grounds keeper, who was so patient with our many requests and so willing to help facilitate the day. Thanks also to Gail Smith, for providing the much-appreciated coffee and goodies to keep us going for the third weekend in a row.

A few of us met to review the Day to talk about how it went, what was good, what could be improved. Some great ideas came forward that encompassed not only this spring work party day, but also how to engage members in ongoing projects that continue during the summer and fall, and how to reach out to those members who did not come on May 6, but would still like to get in some 'contribution hours' or simply help out.

That being said, while so much was accomplished, not everything got done on May 6. Gardens still need tending, areas still need cleaning up, and small and large projects are still on the list. If you would like to help, you can speak to Ivy in the office or reach out to Sari Bercovitch or myself, or to the various Board members (mainly Grounds, Yard, and House). This is a gentle reminder that 12 contribution hours are the minimum, and that we should all be mindful about keeping the areas around our lockers neat and tidy. It's our Club; let's take care of it. It's looking better and better all the time!

We'd be pleased to hear any thoughts or ideas from you, our fellow Club members.

Sari Bercovitch, Nick Mather, Pam Mazza
Your Spring into Summer coordinating team

QCYC Women's Open

- Saturday, August 12, 2023
- The QCYC Women's Open offers an opportunity for women of all abilities to skipper a boat in a Pursuit Race.
- Open to all boats with a PHRF certificate and a woman on the helm
- All levels of sailing experience welcome, join in the fun!
- Register on QCYC's Sailing Program web page.

Will You Bring Home the Trophy?

Next Trivia Night is
Friday, July 7, 7:30p.m.

Iceland Sailing

By Valerie Wint and Andrew Drummond

Andrew and I recently spent a lovely week in Reykjavík, Iceland. While there, we wondered if we might follow Roger Petersen's lead and find an interesting yacht club we could introduce to our club. Guðmundur, the father of an Icelandic friend of mine, has been a sailor for many years, sailing mostly in the Caribbean. We contacted him, and he graciously offered to take us to look at sailing clubs around the city. There was, however, a slight language issue, and he took us to look not only at clubs, but at harbours all around the peninsula on which sits Reykjavík.

Iceland is well known for its fishing industry, so we weren't surprised that many of the boats we saw were fishing boats, along with the popular tourist whale-watching boats. However, we visited two clubs: Brokey Sailing Club in downtown Reykjavík, and Snarfari, a short distance out of town.

It was very early in the sailing season, the first week of May, so the Brokey Siglingafélag (Brokey Sailing Club) building was closed, and the docks largely empty of boats. We did spy one intrepid sailor heading out in the beautiful – but extremely chilly – weather.

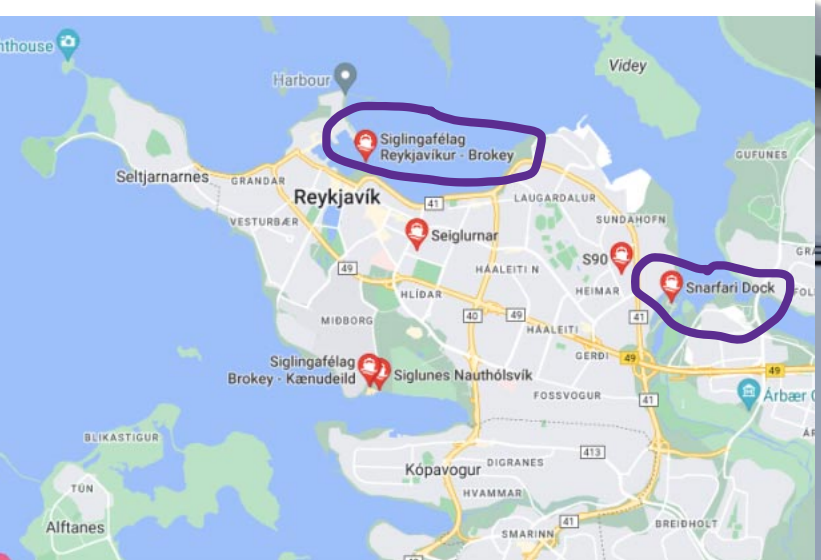
Close to Brokey Siglingafélag is Harpa, the incredibly beautiful concert hall that opened in 2021. We didn't have the chance to go inside, but the exterior is, to put it mildly, absolutely awesome. It looks like a giant jewel. An award-winning architectural design, the faceted façade is inspired by Iceland's basalt landscape. During the daytime, the facets reflect the light, but at night the interior lights glow from the multitude of glass panes. Check out the photos on Harpa's website: www.harpa.is/en/about-harpa.

Our tour guide, Guðmundur, is a member of Snarfari, the other club we visited. We climbed aboard *Elsa*, Guðmundur's power boat that was still on the hard which he now skippers, having sold his sailboat. We wandered over to look at the boats at dock, sailboats and power boats, and Guðmundur pointed out his former sailboat, a Bavaria 34.

We went into the clubhouse, where several members (all men) were reading, playing cards, and drinking coffee – Icelanders can't do without their coffee! Guðmundur introduced us all round, and we met the club's chairman Halldor L. Sigurðsson (the equivalent of their commodore), and joined him for a cup of coffee, while he told us a little about the club. It opened in 1975, and he went to pains to let us know that he had wanted it to be exclusively a power boat club, but that several sailboats had insisted on joining in recent years. He seemed a bit disappointed in that. Of course, Guðmundur used to own one of the sailboats, but now that he has a trawler, perhaps he has become more acceptable in Halldor's eyes.

The club is small, even by QCYC standards, but they are a tight knit group and seem to have that same internally supportive community spirit that we all treasure here. They were welcoming, even though we explained we were "blowboat" afficionados. We did tell them we have a small group of powerboaters so we were still respectable.

No matter where in the world you go, bring your QCYC membership card, as people everywhere seem to love messing about in boats.



Halldor L. Sigurdsson, Chairman of Snarfari, in "Saga Snarfara", the club's 2010 historical magazine
(Roughly translated and equally roughly edited by Valerie Wint)

A lot of water has flowed to the sea since the sports boat owners formed an association in Snarfari in September 1975, with the motto to be a self-help club. The Republic was still young, but courage and daring characterized the pioneers. Icelanders advanced in all areas. The nation's mind was on the sea, and people began to practice sea sports. There were no facilities to practice the sport; neither harbour nor facilities for launching. Boats tore from their moorings and broke. But people rolled up their sleeves, and established a facility at Elliaðárvog, although it was primitive. Boaters cheered the hearts of the people in sea rallies around Iceland. Eventually Snarfari Harbour was commissioned in 1984, the port marking a turning point. Decades have passed and Snarfari Harbour has steadily improved. Facilities in ports have changed dramatically, with docks in Hvammsvík, Therney and several other locations all around the country.

Commodore

Jeff Imai commodore@qcyc.ca

Another summer of endless fun is upon us. Racing is up and running. There is a full slate of entertainment and events scheduled. The weather is improving and hopefully the air quality will as well.

Wednesday night racing is in full swing. This is the first time that we have had to consider whether to cancel a race due to poor air quality from the smoke of forest fires. The number of participants is on an upward trend. Star boats have had a slow start, but most are now race ready.

The Blake Van Winkle pursuit race was a huge success. Sunshine and strong winds: what more could you ask for. Lots of boats with lots of crew. Great fun. Congrats to Eric Whan and crew for winning the cup.

I am looking forward to the Lake Ontario 300 distance race in July. *Sansei* and crew will be racing in the Scotch Bonnet course, non-flying sails and fully crewed.

I am working on converting *Sansei* from a comfortable cruising boat into a fine-tuned racing machine.

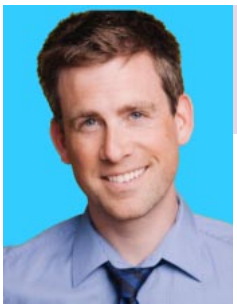
The movie nights have started, with many more scheduled. Lobsterfest is fast approaching. I am sure that we could use some more help with this event.

The Learn To Sail kick-off as well as the Strawberry Social were held the last weekend of June. Both required a Flag Officer to say a few words, so I went to the Strawberry Social and Vice Commodore Dan Smith attended the Learn To Sail kick off.

The lagoon is quickly filling up thanks to Membership Chair Elif Guzelgun and Moorings Chair Rob Nicholson. Rob has done an incredible job of refurbishing docks, installing new mooring balls, and repositioning old docks to create new moorings. We have also had a number of boats changing hands between existing members and QCYC boats being purchased by new members, Well done.

The new Qchat is showing signs of early success. Qchat replaces QCGybe. Keep up the exchanges.

Here's to another summer of endless fun.



House

Mark MacRae house@qcyc.ca

Unless you've missed every update that I have made in the past several months, you'll be aware that the House Team effected a major renovation and upgrade to the lower floor of the clubhouse, creating a new conference room in the process. Several members have already been making good use of the air-conditioned snug and conference room, working from their "home" with a view.

But... many members, old and new, may not be aware that as members of the club you are entitled to very preferential rates to rent out club rooms for your private events (birthdays, celebrations of life, etc…) It seemed like a good time to inform/remind everyone.

To make a booking, please contact the office.

Add-Ons

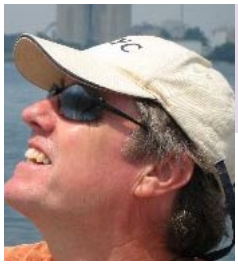
- AV Web Conferencing rental additional $100
- Guest Tender Fees: $9 per person, return
- Catering Menus Available upon request

Terms & Conditions

- Bookings not confirmed until 100% of fee paid. Refund of 50% for cancellations on at least 90 days' notice.
- Members permitted access to bar area in Great Hall after 2100 / 9:00 pm.
- Onyx Catering is exclusive caterer to events at Queen City Yacht Club.
- For events held on grounds adjacent to Clubhouse, apply Snug Room rates.
- Bookings on Wednesdays end at 1600 / 4:00 pm due to Race Night.
- All rates exclude HST, except for Tender fares.

Finally, it should go without saying… but I'll mention it anyway: In all cases when members are enjoying their clubhouse (whether renting or not) they should take pride in their club and leave it as clean and tidy (or cleaner!) than they and their guests found it.

QUEEN CITY YACHT CLUB ROOM RENTAL RATES 2023	Great Hall		Snug / Conference	
	Senior Member	Associate / Dry Sail	Senior Member	Associate / Dry Sail
Weekdays				
Half Day	Free	$100.00	Free	$100.00
Full Day (Ending 1800 / 6:00pm)	Free	$150.00	Free	$150.00
Extended Day (Past 1800 / 6:00pm)	Free	$200.00	Free	$200.00
Prime Time				
Friday Evening (After 1600 / 4:00pm)	$300.00	$500.00	$200.00	$400.00
Weekends and Holidays (Full Day)	$750.00	$1,000.00	$300.00	$500.00



Rear Commodore

Bruce Smith rearcommodore@qcyc.ca

What an inspiring sight! Passing Gibraltar while watching the QCYC fleet trimming sails and flying across flat water on a close reach. Anyone who was out for the Blake Van Winkle Pursuit Race will tell you what a wonderful experience it was!

Later, at the awards ceremony, all agreed that pursuit racing is a lot of fun since it includes a far less stressful start and is highly engaging, with all boats knowing where they stand. It was so popular that the format will be used for the Women's Open Regatta and possibly the Last Chance Cup!

Speaking of which, the Women's Open Regatta will take place on Saturday, August 8. The event is open to all boats with a valid PHRF certificate and a woman on the helm. As with the Blake, it will follow the pursuit race format. This form of competition is especially appealing to beginners as it does away with competitive start lines. Instead, racers are given a designated start time and cross the line one-by-one or alongside boats with the identical rating, slower boats leading the way. The objective is to catch and pass those in front while staying out of your pursuers' reach. We will again start off Ward's Beach eliminating the need to race through the Eastern Gap's congestion. And by August, the water will be warm so you may want to drop the hook and go for a swim when the race is over.

By the time this magazine is in circulation we will have started the second series of our Wednesday Night Races, but it is never too late to register. The fleet has grown since last year with many new racers having joined the fun. If you are looking for crew or looking to crew, sign on to the Members-only section of the website, open the Virtual Club and go to the Crew Bank forum. If you are interested in coming out but don't know where to start, feel free to email me at rearcommodore@qcyc.ca. I'm happy to help!

Our first QCYC Club Cruise is to Lakeshore Yacht Club and takes place on July 22. It will include a Robbie Burns celebration complete with "haggis, tatties, and neeps", as well as scotch tasting. Lakeshore is a beautiful club in a park-like setting and offers one of the best outdoor cooking setups on the lake. Heading out the Eastern Gap this 8NM sail across Humber Bay is a great shake-down cruise for those new to sailing or those heading out for an extended vacation sail.

Our second destination, on August 5, is to Niagara-On-The-Lake Sailing Club and is fully booked with a waiting list. This is followed by two more cruises, the first to Bluffers Park Yacht Club on August 20 and the second to Cathedral Bluffs Yacht Club on September 17. You can register on the Cruising Programs page of the website.

You can also organise your own weekend away with fellow members. Great destinations include Oakville, Dalhousie, and Frenchman's Bay.

Whether you are a cruiser or racer, beginner, or expert, we have many great sailing activities this summer!

Entertainment

Jennifer Deyell entertainment@qcyc.ca

It is has not gone unnoticed by the associates at Entertainment that the shrewd marketers at Membership have branded their very own New Members' Night as "best party of the year." We'll see...

Lobsterfest is back July 15. We'll have live music from The Circumstantialists. New surf 'n turf option. The oyster bar starts at 4:00 under the stairs. This could be the best party of the year (until Pig Roast).

Leo & Christian host their second Trivia Night on Friday, July 7 at 7:30. Their first was such a loud and lively event, that we drained every last keg and can at the bar.

July 21 is QCYC's screening of *The Rocky Horror Picture Show*. This movie can only be enjoyed with a poorly behaved crowd, preferably of degenerates. So, if you are a degenerate, your presence would be greatly appreciated. Those with costumes and call-outs – a treasure.

The Toronto Wildlife Centre will present a talk/slideshow and answer questions about waterfowl in cities on Thursday, July 27. The following evening will be the second annual Flotilla Night, when we will make our way down the lagoon (whatever boat you want to float), enjoy a sunset view from Snake Island, then head back to QCYC with whatever stylish lights you'd like to carry.

And tune up get your voices and musical instruments for Open Mic Night August 11. We're looking for singers, musicians, stand-up comics, poets, and other entertainers. And even if you can't do any of these, come and have a ball. There may even be a singalong!

Moorings

Rob Nicholson moorings@qcyc.ca

The 2023 season is in full swing, and the lagoon is nearly filled with boats again. For the first time in a long time the club is getting near to capacity. Elif in Membership has been busy signing up new Senior Members, and the Barge Brigade has been busy moving docks, blocks, and balls around so that we have the maximum number of available slips. We're now down to low single digits, with space mainly for smaller boats, and we have a solid wait list on finger slips. We haven't had to go as far as repositioning boats to optimize our capacity – yet.

We replaced and re-decked the four refurbished fingers in Red Dock in early May. We cleaned and re-seated the LTS floating dock. And we were able to open four new, small med slips at the end of Yellow/Blue Docks. But there are still a few items on the to-do list for the season: some repair work in Clubhouse Dock (3-4); securing the ramp in the centre section of Yellow Dock; finding a good use for (and home for) the orphan wood dock section currently tied off at the end of Yellow. The wood to replace some of the more deteriorated parts of Green Section boardwalk is on hand and we have also pre-cut a good number of 3' width dock boards for repairs that members may want to undertake (just let me know).

A few words about the T-Dock north of Clubhouse section. It was damaged over the winter and is on the repair list awaiting availability over at Floatation Inc. In the meantime, it's open for business, but please use with extra caution. Also, as a reminder: T-Dock is meant for **temporary** tie ups while visiting the club. Please – no overnight parking. Dinghies need to be secured in your slip or off your boat when not in use.

FOGH MARINE
FOGHMARINE.COM
416-251-0384
FOGH BOAT SUPPLIES
FOGHBOATSUPPLIES.COM
905-278-7005
FOGH
TWO DIFFERENT STORES
BOTH FULLY STOCKED

Membership Contribution Hours Make a Big Impact

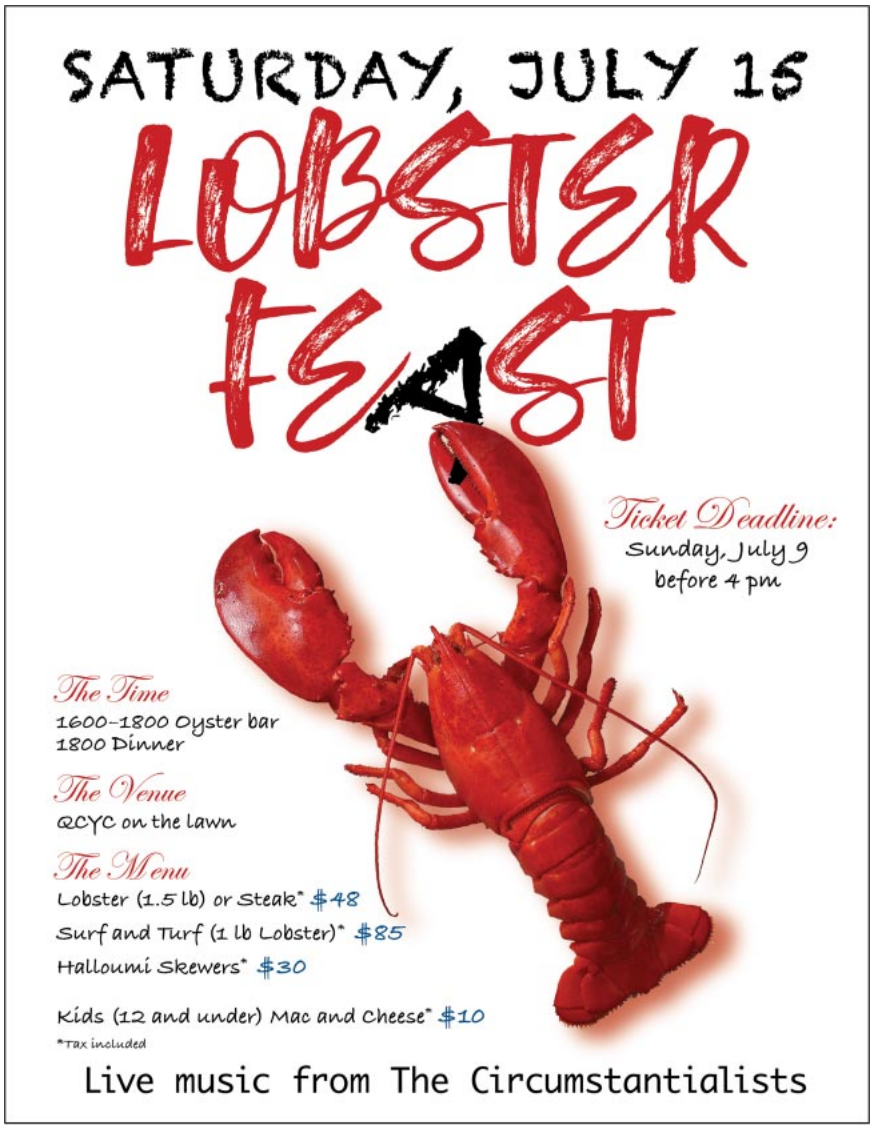
By Jacqui Cook, Wild Jasmine

Queen City Yacht Club is a self-help club. Each member pays their fees, and they also provide labour to support the operation of the club. Our member contribution hours are very important to the success of QCYC. The financial value of these hours is the equivalent of at least 20% of our annual income budget. Membership contribution hours can be manual labour, skilled labour, race management, party planning, administration, facilities planning, landscaping, communication and the list goes on and on.

In 2022, the Board of the day formed a Membership Contribution Committee to review the program and look at ways to allow members to contribute their hours more easily. Under the leadership of Past Commodore Ron Mazza, the committee includes Jacqui Cook, Graham Dougall, Simon Faulkner, David Hall, Brad Hearn, Linda Hodgkinson, David Joice and Nick Mather. Commodore Jeff Imai and Vice Commodore Dan Smith also attend the meetings. For the last year, the committee has focused on the Job Jar, communications about contribution hours, and the spring work party.

This year's Spring into Summer work party was held on May 6. It was a tremendous success with many members participating and a great deal of work completed.

There is one more vital aspect about membership contribution hours. Members make friends and participate in the creation of our club. The work is often satisfying and fun. Membership contribution and work parties provide operational and social benefits. Each of these helps to build our club community.



Patagonia

466
Seraphina