# CLIPPER

August 2023

The magazine of Queen City Yacht Club

# From the Editor

Valerie Wint vwint51@rogers.com

Last year was dubbed "The summer of endless fun," and the fun continues this summer. We've had Lobsterfest, cruises, Trivia, Rocky Horror, and a flotilla. We celebrated Canada Day in style. Now we congratulate our sailors in the Lake Ontario 300 and Sturgeon Lake Regatta, and we honour Laura, our indomitable Club Manager. We applaud our all-female Tender crew of Captain Jamie-Lynn Kingsmith and Mate Liv Beauchamp. The saga of the Big Dig continues; we visit a yacht club on a lonely island; we learn how to build a dock for ducks; and we are reminded to nominate our fellow members for our annual awards.

See you on the water!

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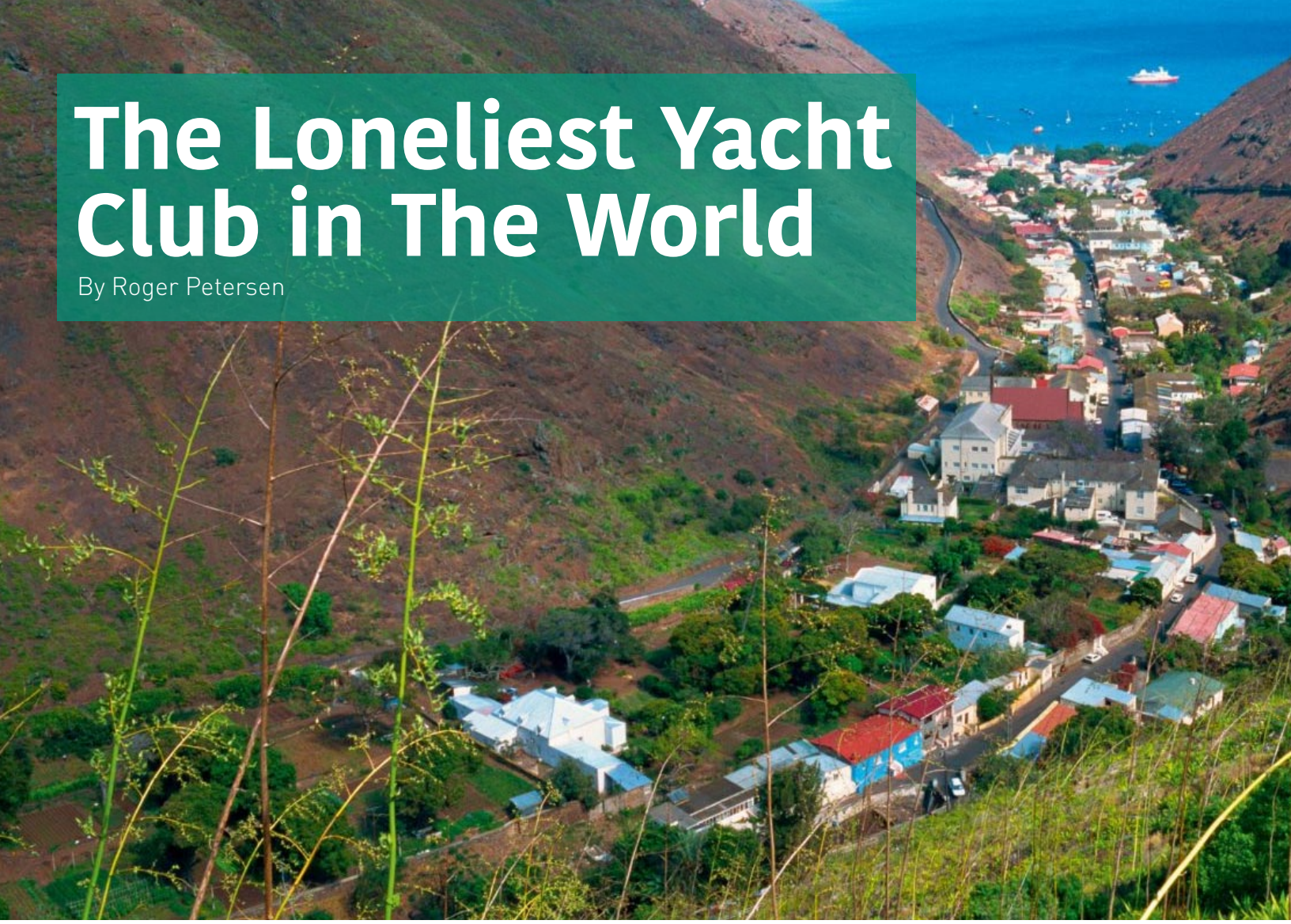
# The Loneliest Yacht Club in The World

By Roger Petersen



In this edition of unique yacht clubs, our compass points to a desolate expanse of the South Atlantic Ocean, a thousand NM from Africa, and 2200 NM from South America. It's hard to believe anyone could survive on a 122 sq km speck of land in such a harsh environment, but not only have the inhabitants of Saint Helena survived, after decades of the population shrinking, it may be starting to rebound. At the centre of the island figuratively, is the St Helena Yacht Club. It may have only 20 members but like the island did for centuries, it is a much-needed respite for sailors making the long Atlantic crossing. Six hundred boats a year drop the hook in James Bay, the only viable anchorage on the island. As one member described it: There is only one tenable bay for yachts, which has a (often rolly) mooring field, and dinghy landings at the pier can be a sporting business in rough conditions.

More on the club in a moment, but first a quick history lesson. St Helena lay uninhabited for about 7 million years until May 21st, 1502, when the Third Portuguese Armada, led by Spaniard, Joao Da Nova (apparently commanders jumped ship like professional athletes do today) sighted the island. Or did he? Like all good discoveries there is controversy. Some historians say Estevao Da Gama, and the Fourth Armada actually discovered it the following year. Other say it was the Fifth Armada and Afonso De Albuquerque who deserve the credit. We aren't done yet. A 2022 paper says it was the Spaniards. Anwayssssss. There were lots of trees and freshwater

and the Portuguese brought fruit trees, vegetables, and livestock, turning the speck in the ocean into an important stopover for the next three centuries. At its peak, a thousand ships a year would anchor there. And like many outposts, it was a bit of a gong show. Residents and guests enjoyed their bathtub booze made from potatoes called Arrack. They enjoyed it so much, there were two mutinies. In fact, it was decreed that the capital, Jamestown, was "too raucous with its taverns and brothels" that St Paul's Cathedral was built outside the town.

Fast forward a couple of centuries and wonder no more why St Helena sounds familiar – it's because it was where Napoleon spent his remaining days in exile after he met his Waterloo in Waterloo in 1815, ending his dreams of returning for a second go as Emperor of the French. It lasted 100 days. He would be shipped off to St Helena later that year and die there in 1821. His physician says it was stomach cancer. But some have postulated he died of arsenic poisoning and that it was murder! Lots more history to the island and worth reading up on, but we have to move on to the yacht club.

By QCYC standards, the St Helena Yacht Club is just a baby. It was founded in 1998 and came about because of a challenging, but even now little-known ocean race originally called the Governor's Cup Race. This was re-named the Cape Town to St Helena Race – 1675 NM of open ocean sailing. The first race in 1996 attracted 15 entries and was won by a 50-foot Santa Cruz, *Nina* in just over nine days. Since then, the race has averaged about 15 entrants with the 2022 race being claimed by *Banjo*, a repeat winner which also finished in a little over nine days. The slowest race was in 2008, with the line honours going to *Phoenix*, which took 12 days, 19 hours and 48 minutes. The LO600 looks like a sprint after a time like that. So how does this race compare to other legendary ocean races? This from the Principal Race Officer and an experienced competitor:  While the race could be compared to the Newport to Bermuda downwind dash, or the Sydney to Hobart race, it is truly unique in that it is an event with 'three holidays in one'. There's the downwind dash from Simon's Town to St Helena with all the excitement of surfing down the huge Atlantic rollers, with loved ones sailing on the Royal Mail Ship and being on the Island to welcome you at the finish

line with champagne and cold beers! Then there's the holiday in paradise on St Helena with the welcome and inclusion in Islander life; as well as beautiful hikes, great pubs with great and varied atmosphere and parties galore.

So how do the sailors get back to Cape Town after the race and parties. Up until 2014, they could hitch a ride, boat and all, aboard the *RMS St Helena*. But since its decommissioning, sailors have to make their own way back.

How does this all tie into the creation of the club you ask. Well, that first race inspired Canadian and Royal Cape Town YC member, Nina MacLennan to donate two dinghies to St Helena so young people could learn to sail and join the big race. Join they did, with two boats in the 1998 race featuring 10 Saints as crew. Saints is what residents call themselves. According to reports from the time, they acquitted themselves admirably. That led to the formation of the Club and honourary life memberships for Nina and her husband. The Club's home is an 18th century building on the seafront just steps from the docks. The club now has 20 members, not bad considering the population of the island.

That membership inadvertently grew during the pandemic when a group of cruising sailors found themselves stranded in St Helena. The club's commodore, Stephen Coates, told cruising website noonsite.com that the handful of yachts that usually visit between October and April were boosted as cruisers were forced to stay and joined by others following behind. More than 20 remained, many for the whole year.

"The yacht club flourished as a result," he said. Adding, "As their itchy feet turned to looking for jobs, the island has inherited a new task force. Many have held down jobs for months, working in shops, bars and more specialised work including architectural planning….I was fortunate to benefit from an electrician with marine spares on board doing the wiring of my Colin Archer Finisterre. More recently we have seen one of our Hobie Cats fixed up and back in the water, which has been on the list of jobs to do for a long time." The Commodore added that St Helena Yacht Club also got a boost to its normal racing programme. "There are only four functional yachts that are resident here currently and so seeing more than one or two yachts out sailing on the water has been wonderful to see."

# The Big Dig Itself

## The Amazing Story of the 1993 QCYC BIG DIG Part Two

By Ron Mazza

*Sand accumulating outside clubhouse*

Part One of this story was covered in the July issue of the Clipper. That described the history of the QCYC clubhouse up to 1993 with particular focus on our present clubhouse, constructed in 1921, and its foundation system. This installment, Part Two, will cover the work that was done almost thirty years ago to the day that saved our venerable old building. 1993 was the year that a major problem was discovered related to the structural integrity of the clubhouse.

### Averting a Disaster

The first symptoms noted indicating there might be a problem, was settlement in the southwest portion of the clubhouse. Floors were now significantly out of level, doors wouldn't close, and the walls were cracking. In September of 1993 portions of the exterior walkway were removed to see what the problem might be. That small peek revealed a very big problem. Over the thirty years since the construction of the steel sheet pile wall in front of the clubhouse, the sand under the clubhouse had risen above the level of the supporting timber columns, beams, and floor joists. These wooden members were now, in many areas, in a very advanced stage of rot and potential collapse. The structure of the clubhouse was slowly but inevitably rotting away and sinking into the sand. Even the bottoms of some columns were totally rotted causing the floors above to move. QCYC was on the verge of once again losing its clubhouse. Not as dramatically as the 1920 collapse of our cityside building, but essentially the same result in very slow motion.

Something had to be done. This article is to commemorate that critical but now largely forgotten

*Rotted floor beam and column base*

event of 30 years ago and the members who made it happen.

The Commodore at the time was Wayne Smith, father of our present Vice Commodore, Dan Smith. The rest of the board consisted of:

Mark Saunders – Vice Commodore
Ron Mazza** – Rear Commodore
Jim Thorndycraft* – Fleet captain
David Hall** – treasurer
Shirley Brown – Secretary
Klaus Noack* – House Chair
Norrie MacDonald* - Mooring Chair
Lawrence Concannon – Grounds Chair
Mark Partridge – Membership Chair
Tom King – Planning Chair
Bruce Beyer – Entertainment Chair
Andy Lithgow – Publicity Chair
Moira Coull* – Junior Club Chair
David Kent – Yard Chair

Just as a side note, remarkably, of that 15-person Board, six would go on to become Commodore as indicated by the asterisks, two of them twice. And more than half of the Board of 30 years ago are still active members of the club. That says a lot about commitment to QCYC.

The then Yard Chair, David Kent, and myself, Rear Commodore, were asked by the Board to facilitate a solution. David was selected because of his extensive construction experience and me for my structural engineering expertise. But you didn't need an engineering degree to figure out what had to be done. The sand had to be removed. The sand was rotting away the structure of the building, that was clear. But you couldn't see the extent of the damage or what needed repair until the sand was removed. The challenge was to figure out how to remove that much sand from under the entire building while preventing the building from collapsing on top of you. No mean feat. And the solution was not immediately obvious.

## Will Shubat Steps UP

This is when 37-year-old senior member Will Shubat enters the picture. Will was a general contractor living in Etobicoke and had been a QCYC member for a

number of years. Will recalls being approached by House Chair Klaus Noack about the possibility of taking on this project. He also recalls David Hall and David Kent talking to him about it. Will had some experience from his earlier days living in Montreal in raising cottages in the eastern Townships, so this project intrigued him. As a member of the Club, he felt a responsibility to get involved and decided to take on the job.

A budget for the project was initially established by the Board at $100,000 (about $230,000 in 2023 dollars). Vice Commodore Mark Saunders took on the assignment of securing financing for the project. But costs did increase over the course of the project. Will estimates that the work today would be in the order of $500,000. And if done by an outside contractor and without the many hours contributed by QCYC members, this cost would have been much higher.

Work began in earnest in late October after haul-out. This was a good time of year because the clubhouse was now closed and the water levels relatively low, so that working under the club, though very damp, was at least possible. Will had a core group of workers but he expanded this through his connections in the Croatian community. These were recent emigrants to Canada and were happy to have work, even work as difficult as this. And they worked hard and were ultimately given bonuses for seeing it through.

It became a hand dug tunnelling operation beneath the building one shovel full of sand at a time and one bay at a time. Will found some used grocery store rollers at a scrap yard which he ingeniously incorporated to help transport the sand back to the mouth of the tunnel for removal. All the work was done from the west side of the building. The diggers would tunnel their way forward on their bellies creating a 2-foot-high space as they moved forward, digging the sand out, with the rollers beside them. They would shovel the sand into plastic sleighs which would be pulled back by ropes to the building edge on the rollers and dumped outside. Will recalls many blistered elbows from working continually on hands and knees. Sand was removed down to the water table or to the level of the original grey sand which was visible. Supports for the rotted floor joists were installed as they went.

Once the floor joists were safely supported, the tunnel was then widened to expose the support beams. Many of these were discovered to be severely rotted and some already collapsed. These rotted members could now be removed and replaced by new 6" galvanized steel beams sourced by David Kent. These steel

beams were made in short sections so they could be manhandled into place under the clubhouse and then bolted together. Under normal circumstances, placing these beams would not be difficult. But doing it under the building was a challenge. Each piece weighed about 200 pounds and had to be lifted in place by hand by Will's guys lying on their backs on wet cold sand within that two-foot-high space. With the new beams in place, the rotted floor joists could be replaced or augmented with new. Where column bases were rotten, these were cut back to sound wood and a spacer inserted.

This was repeated for each bay until all excess sand had been removed and the rotted beams and floor joists replaced.

Attempts were made to level the clubhouse again using the 12 new 20-ton jacks purchased for the project. But very quickly complaints came that doors and windows would now not open or close properly, they having grown into their warped shape over many years. So, Will had to back off from perfect level to simply an improved levelness.

Very quickly the volume of sand being removed was becoming daunting as it piled up outside the clubhouse. After the first week it was decided to rent a Bobcat to help distribute this quantity of material around the club grounds. Boys being boys, there were many enthusiastic Club members volunteering to operate the Bobcat. David Hall's recollection was that Commodore Smith was a very enthusiastic driver and reluctant to relinquish the controls. You can still see by the contours in the grounds west of the clubhouse where this sand was placed. The path to the north gate is at the original elevation and the mounds on both sides are the sand removed. A rough estimate indicates something in the order of 200 tons of sand was dug out and moved.

But it was now very late in the year approaching Christmas and temperatures were dropping. This made an already difficult process even more uncomfortable and difficult. The Club's steel work boat, the *Harold Robbins*, which was being used to transport men and materials to the Club, now occasionally had to break ice.

By the New Year 1994 the bulk of the work related to the removal of sand, installation of new galvanized steel beams, and replacement wood floor joists had been completed. The structure of the clubhouse was now stabilized but the work was far from done. There were numerous concrete pile caps that needed repair and replacement and the new excavation needed a stabilizing perimeter wall around the building. That work had to wait until the following spring.

Stay tuned for Part 3 of the saga.

# Laura Celebrates Ten Years

By Dan Smith and Ivy Derege-Braga

Queen City Yacht Club is a special place – a self-help Club with an incredible history of self-achievement. But we cannot deny that our success is also closely tied to the abilities of our Club manager, Laura Manganaro, holding day-to-day operations together.

In the past few years, we have seen Leo Millen surpass ten years in service on the tender staff, with Justin Vanek achieving that feat this year as well, both significant milestones. In this article, though, I would like to celebrate Laura's tenth year as Club manager with some anecdotes of her achievements as told by the commodores lucky enough to have collaborated with her over the past decade.

In 2014, Laura came to us with experience ranging from publishing to golf clubs to RCYC. At the time she lived with her partner Steve in Brampton and had two young sons, 5-year-old Brady and 15-year-old Justin. Now she and Steve are married and living in a home they built in Georgetown, Brady is in high school, and Justin captains the *Algonquin Queen II*.

To start, here are some words from Jacqui Cook (Commodore 2017-2018):

*"The saying goes 'Be like a duck. Calm on the surface, but always paddling like hell underneath.'*

*The position of Club Manager at QCYC is important and comes with built-in challenges. As Manager you are the glue that maintains operational consis-*

*tency. You hire and manage employees and contractors each season. You also oversee the maintenance of our billing and financial accounting records. You help organize weddings and other events. You answer member questions. You support Board members and Committee members as they execute their responsibilities. And you do all these things as, year after year, the individual members of the Club, the Board, and your immediate supervisor, the Vice Commodore, change.*

*Queen City has been very fortunate to have Laura as our Club Manager. Her attention to process has created efficiency with routine tasks and her ability to adapt has allowed her to do her job under dramatically changing circumstances.*

*You may all remember that in 2017 we had our first of two recent floods. As a Club we were facing a challenge outside of our immediate experience. Club members shared their knowledge, their time, and their labour to save our Club. Behind the scenes, Laura was scrambling too. The flood affected which staff to hire and the working conditions for that staff. New demands were being placed on our tender captains, maintenance staff and our bookkeeper. We had to find new suppliers and interface much more closely with the island community and the city staff. Club members had many more questions, and the Board members had many more requests for support.*

*During those months I worried about our Club house, potential damage to boats, the health and safety of our members and staff, and our relationships with our neighbours. However, I did not have to worry about the important things Laura was managing. Staff were hired. Bills were paid. Revenues were collected. Club assets were protected. Member questions were answered. The fact that all these things did not become an issue demonstrates Laura's professionalism. We were very lucky she was our Club Manager as we faced such a threat. "*

Genia Vanderkruk (Commodore 2019) had a memory to share from the flood years as well:

*"Like Jacqui, one of my most vivid memories of Laura related to flooding.*

*Sometime in late spring of 2019, when it was clear that we were in for another year of flooding, I had come to the Club for something. As the water level hadn't been too bad, I left my boots in the car. After all, I would be in and out within an hour.*

*While I was there, someone noted that the water was rising. We were experiencing a seiche, and within a few minutes the lawn went from dry to several inches under water. Our sandbags weren't all in place yet at that point.*

*What I recall so distinctly is that without another thought, Laura donned her rubber boots, found a pair for me, and in her office clothes, headed out to join members in filling and laying sandbags until the situation was under control.*

*Never was there any concern about 'not my job', just a willingness to help where help was needed."*

Whether all the details were covered in the job description or not, it's been clear since she first sat down to interview that Laura knew how to manage a Club. Last year she made that official by completing her Certified Club Manager designation. The CCM is an internationally recognized certification given to Club Managers who complete rigorous academic training and exhibit competency at what they do. Laura was also recently nominated to the National Board of Directors of the Club Management Association of Canada. It is undeniably a huge asset to have the Club managed by someone so qualified and we are extremely proud of Laura for this achievement.

And speaking of her first interview, Ron Mazza (Commodore 2015-2016 and 2020-2021) has shared his experience as chair of the hiring committee

back in March 2014:

*"Our then Club Manager, Don Ferguson had just informed us in the summer of 2013 of his desire to retire. I was Vice Commodore back then and started the process of finding his replacement. A search committee was formed of Commodore Steve Hills, me as Vice Commodore, Past Commodores David Hall, Jim Thorndycraft, and Garry Baker, and Senior Member Violet Abbott.*

*From the 43 applications for the position we received, Violet initially narrowed it down to an A, B, and C listing. The A's were deemed worthy of a closer look and possible interview. Laura made that A List of nine names. That list was then ranked by the committee and reduced to six names. Laura made that cut too. We then arranged individual interviews with these six candidates.*

*The interviews were all interesting. I especially recall the meeting with a retired deep sea containership Captain who was pretty convincing that if you could captain a sea-going freighter, running a sailing Club is not that dissimilar. But there was one applicant who was already heavily favoured by the committee. Laura was the last to be interviewed and we were so confident about our favoured applicant that we seriously considered cancelling Laura's interview, but out of courtesy, decided to proceed. We were certainly glad we did.*

*Laura nailed it at the interview. By the end of the hour there was no doubt who our next Club manager was going to be. We just had to work out the details. She has not disappointed.*

*Though, in her 10 years here, the longest of any QCYC Manager and longer than the 5-year norm for such positions, she will be the first to note that through floods, pandemics, and other crises, she is still waiting for the "typical" year that we promised*

*her in the interview.*

*Throughout that decade here she has always been a joy to work with and has supplied an invaluable continuity through many Commodores and Boards, especially through all the unexpected crises she has had to deal with.*

*Thank you, Laura."*

Steve Hills commented further, "by the end of the interview, it was clear she was the right choice. Our only concern was whether the board would be able to keep up with her." Indeed, Laura makes the work of the board easier, often by taking on its endeavours personally.

Our current Commodore, Jeff Imai (2022-present), has described Laura as:

"F*ashionable. Laura is always impeccably dressed, from walking the docks to check available slips, to helping restack sandbags along the north shore. Laura kept asking what she could do to help during the flood until she donned her rubber boots, still in her office attire, and went out to start restacking the sandbags that had been knocked off the pile by the big waves. One of the big waves came crashing over the wall, narrowly missing her.*

*During the pandemic years, the rules for operating kept changing. The board was meeting virtually quite frequently to review the changes, make decisions and take appropriate action. Laura attended all the meetings and provided much needed advice based on her experiences as Club Manager, to help guide the board through the uncharted waters. Opening of the Club and launching went smoothly, without becoming a super spreader event. Laura was also instrumental in making the many signs that were required to be posted around the Club. Lamination is now her specialty.*

*A sign of Laura's effectiveness as a Club Manager is that the Club seems to run itself. But we all know that there is a tremendous amount of effort and work that goes into management to make this appear so from the outside.*

*Whether flood, pandemic or critter infestation, Laura has been a steady hand to keep this Club on course and sailing smoothly."*

In my personal experience working with Laura, I find it important to listen first, and make suggestions second, her long tenure and depth of knowledge is a great comfort to me and my fellow board members and will not easily be replaced. As Treasurer and Vice Commodore, I've been lucky to be able to make significant changes to the Club's internal operations, with Laura being the boots on the ground and happily sacrificing the status quo for what's best for the Club in the long term. Luckily, we can look forward to Laura's steady hand remaining at the helm as we develop a solid plan for succession.

As our past Commodores have all pointed out, Laura has experienced just about everything that can happen at Queen City – and then some. There is no better proof of how seriously Laura takes her job, or how much she cares about this place, than the ways in which she has seen it safely through both good times and bad.

It's noteworthy that Laura's demeanor rarely wavers. Whether sandbagging, attending Sailpast, staying for the Corn and Weenie Roast, or competing in Trivia Nights, she's an important part of the Club's social fabric. She has also helped to make many of these events happen – never underestimate the impact that her seating plans have on Sailpast and the Awards Banquet every year.

The next time you are at the Club on a Tuesday, Wednesday, or Friday, stop by the office and congratulate Laura on her monumental anniversary. The Club would not be the same without her.

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QCYC

# Racing in the Lake Ontario 300

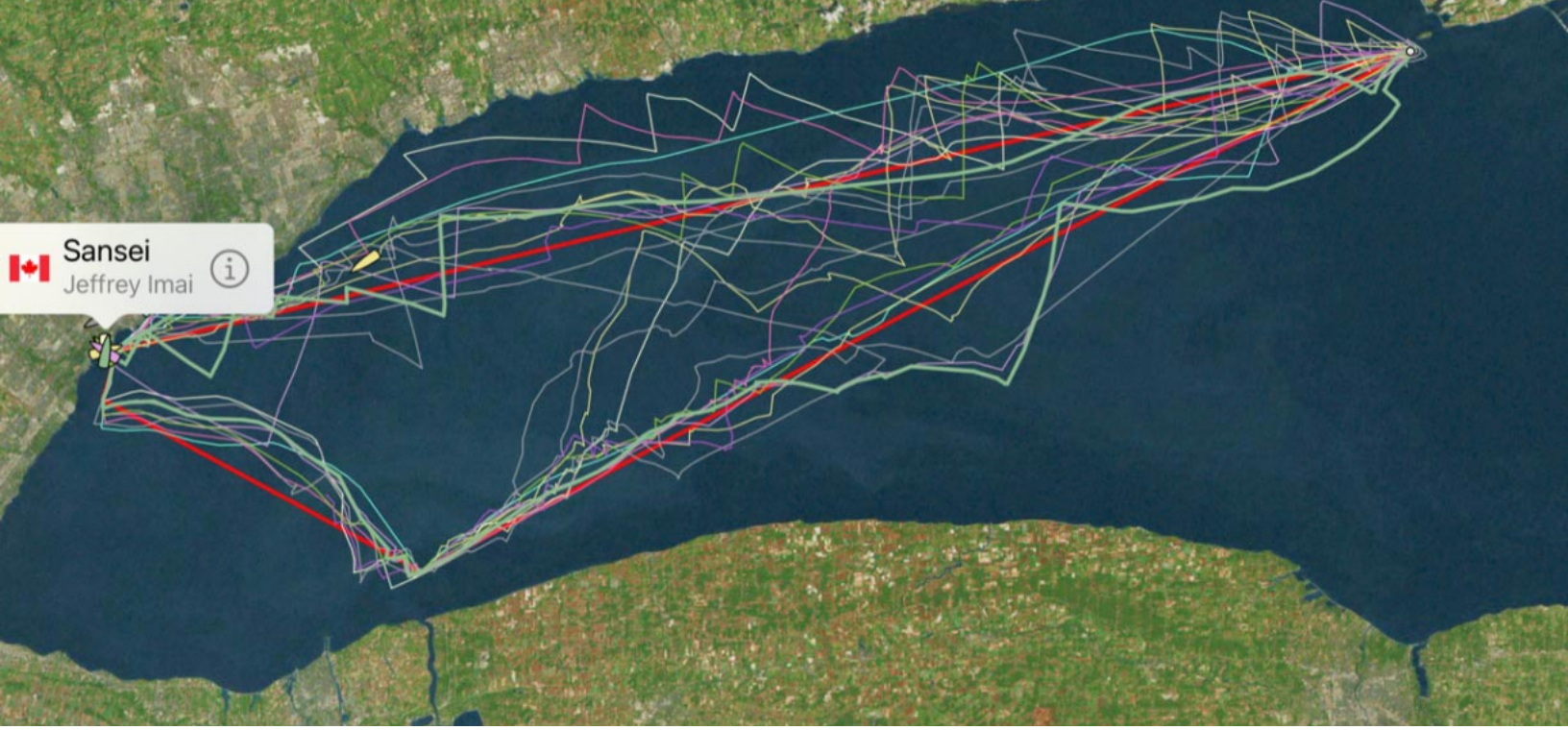
By Jeff Imai, Captain of Sansei

The Lake Ontario 300 is an annual race around Lake Ontario. There are two courses: Scotch Bonnet (300km) and Main Duck Island (300nm). Our crew of Paul Horne, Eriks Rugelis and Mark MacRae sail the shorter Scotch Bonnet course with an expected time of 40 to 50 hours, depending on conditions.

The first step is converting *Sansei*, a Tartan 4100, from a cruiser to a racer. This involves taking off pounds and pounds of stuff that might be useful when cruising: spare lines, BBQ, cushions, books, bimini etc, etc. Once ready she looks pretty good.

I have all my documents filed and head off to the mandatory skippers' meeting on Friday evening. I am expecting everything ready, but no. Two of the crew have not filed their documents. Eriks is easy to fix by checking off the waiver box. Paul's is a little more complicated. After resending the form several times. I figured out that I had a spelling mistake on the email address. Once corrected, Paul is able to complete his documents and we are ready to go.

At the skippers' meeting there is a briefing on the expected weather for the next couple of days. The forecaster uses 8 weather models and all 8 are predicting different conditions. Possible winds from the west, north or south anywhere from nothing to




25kts. Bottomline: wait and see.

We leave QCYC at 0830 to arrive at the start line outside of PCYC at about 1030. Our start is 1106 so we wait around before putting up the sails. The solo sailors start first and then the double handed boats doing the short course. Very light winds from the east so a downwind start. We start in a clump of boats, but we are able to pull away from the pack as we head west towards the offset mark. The earlier fleets seem to be going way west towards Burlington Bay, but we decide to gybe early and head towards the Niagara mark. This is the last time we see *ACT II*, a C&C 115 that we are racing.

We broad reach across the Lake until the wind goes north and we are then able to sail wing on wing with the whisker pole for a while. The wind drops off completely so we take the whisker pole down and think about furling the headsail as it is slowing our progress. Suddenly, the wind picks up from the south at about 15 kts and we are close hauled to get to the Niagara mark. The single and double handed boats struggle to get spinnakers down.

With the fresher wind, we are able to overstate the Niagara mark, round the mark at 1710 and then head east towards Scotch Bonnet. With a comfortable broad reach, its dinner time. Pizza in a bag. After dinner, we decide it is time to celebrate Paul's birthday, complete with singing and a cupcake with a candle (Sorry no photos; hands were full keeping the candle lit)

Eriks and Mark take the first shift. I am comfy in my berth only to wake up to sails flapping and rain pounding on the deck. We seem to have gybed but things seem to be OK so I try for some more shut eye. Later I again wake up to the sound of pounding rain on the deck but things seem to be OK. I wait until Eriks comes below and announces that it is shift change time. When Paul gets out of his bunk, he asks Eriks if he fell into the water. He was soaked and apparently his rain gear is not waterproof anymore. Pools of water are collecting inside his sleeve at the elbows. Mark is also wet and cold. He did not bring a sleeping bag so we suggested that he hot bunk with Paul's sleeping bag, which seemed to work well.

Paul and I take over. Not so bad, a little light rain. When a storm cell comes by, the wind dies and we are forced to head south. As we try to tack over the

wind comes back and we are able to continue on towards Scotch Bonnet. We had originally planned to do 2-hour shifts but since Eriks was so soaked we decided to stay on for a 4-hour shift. Eriks and Mark are able to find some dry clothes to go back on shift. Off shift, I try to get some more shut eye but I wake up again to the sound of pounding rain on the deck. Eriks and Mark got all the rain.

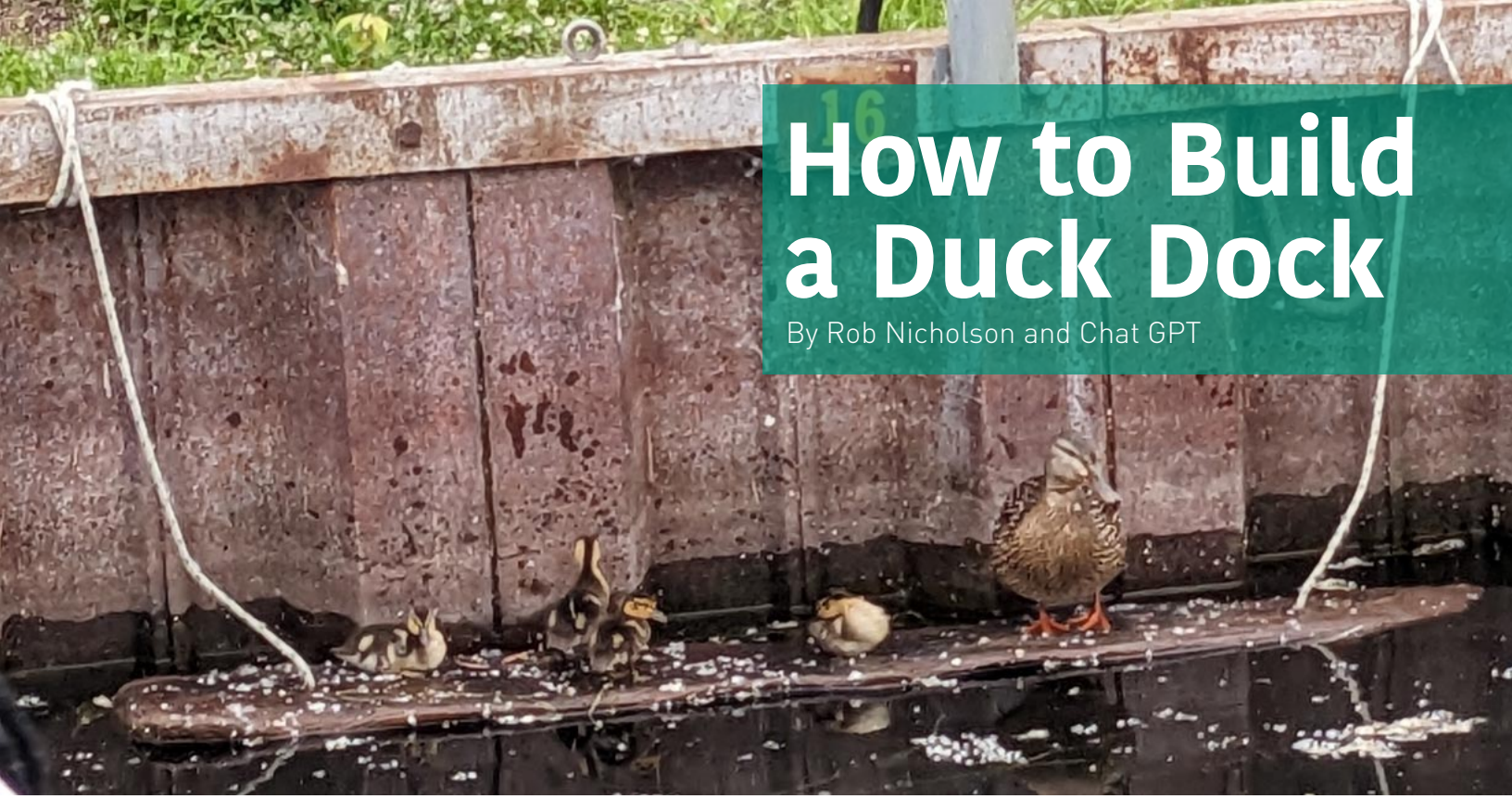
At sunup, it's time for coffee, tea for Eriks. It was a struggle to find sugar for the tea. Perked a pot of coffee. Best coffee ever.

As we approach Scotch Bonnet, we get lifted and are able to sail directly towards the island. There are a number of shoals south of Scotch Bonnet which makes navigation a little tricky. Fortunately, there were several fishing boats sitting on the shoals to help guide us around Scotch Bonnet. The wind got light but strong enough to make it around at 1145 and start heading back towards PCYC.

The winds shift to the south west at 10kts so we are able to close reach west. The rain the night before knocked down all the waves so we had smooth sail back to about Pickering. As we are sailing along we start encountering other boats on the Scotch Bonnet course. Many had headed north only to sail into a hole and made no progress. We estimated that our nearest competitor was about 30 miles behind.

As the sun was setting when were around Pickering, the winds turned west and increased to about 20-25 kts leaving an upwind slog back to PCYC. We had to tack several times to make it around the spit and then Toronto Islands. Across Humber Bay. We radio in when we get 3 miles from the finish line. It takes us several tacks to get there. Memories of previous finishes (no wind 1 mile from the finish) come to mind as the wind starts dropping but we are able to finish in second place in 1 day, 19 hours, 41 minutes and 59 seconds.

As we head into PCYC, Paul drops a fender so we have to do crew overboard drill to retrieve it, providing some entertainment for the race committee. After dropping off the race tracker and having a little breakfast chili, we head back to QCYC. Some of the crew want to race again next year but some of the others are not so convinced. We shall see.



# How to Build a Duck Dock

By Rob Nicholson and Chat GPT

A duck dock, also known as a duck platform, duck house, or duck shelter, is a structure designed to provide a safe and comfortable place for ducks to rest and nest. Duck docks can be important for areas like our lagoon where ducks have limited access to natural or artificial nesting sites, or where predators pose a threat to duck populations. It is typically a floating platform anchored to the bottom of a pond or shallow lake, or in our case tied off to the seawall.

Building a duck dock can be a great DIY project for any avid bird watcher or nature enthusiast. A duck dock provides a safe and comfortable place for ducks to rest and nest and can be a great way to attract and protect our duck neighbours (especially the little ones).

Here is a step-by-step guide on how to build your own QCYC lagoon duck dock:

## Step 1: Gather your materials:

- For a basic duck dock all you need is a plank or a flat piece driftwood and some rope (old jib sheets work great).
- Drill with a hole bit

## Step 2: Build the dock:

- Drill a hole in the centre of each end of your platform
- Run a line through each hole and tie a stopper knot. The line should be long enough to extend down to water level and be adjustable as water levels fluctuate

## Step 3: Install the dock:

- The front of your slip against the seawall or your dock spine is an ideal location
- Float the dock on the water and secure each end of your line

## Step 7: Watch for ducks:

- Sit back and relax and wait for the ducks (or maybe occasionally turtles) to drop by for a visit

Building a duck dock can be a fun and rewarding project for anyone interested in wildlife and nature. With these simple steps, you can create a comfortable and safe space for ducks to nest and play, while also enjoying the beauty of these graceful creatures here in our lagoon paradise.

# Call for Nominations for Awards

In addition to the awards for racing, several awards are presented for outstanding achievement. These include:

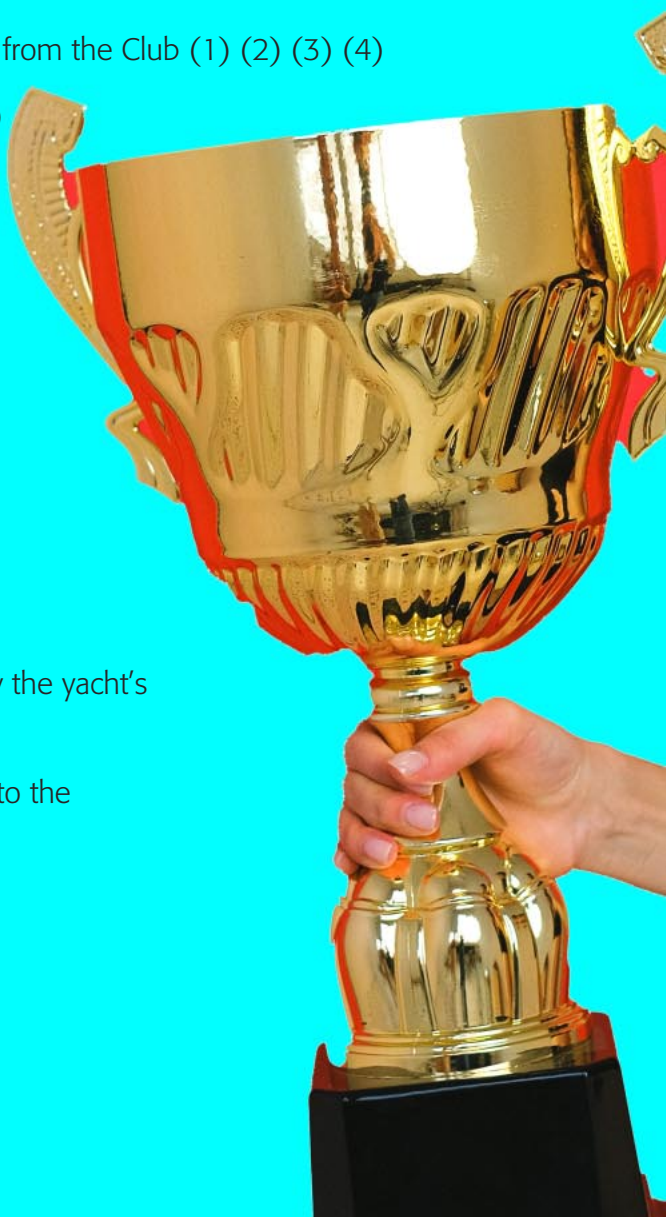
| | |
|---|---|
| **Parkinson Trophy** | Outstanding achievement in open competition (1) |
| **Sportsmanship Trophy** | Member exhibiting the most sportsmanlike conduct (1) (2) |
| **QCYC 16-foot Skiff Cup** | Most valuable keelboat crew (1) (2) |
| **NYC 16-foot Skiff Cup** | Most improved sailor (1) (2) |
| **Jack Albertson Trophy** | Outstanding service to the Club (1) (2) |
| **Bobby Norton Plaque** | Community service through yachting (1) (2) |
| **Valhalla Trophy** | Awarded annually to the yacht with the best cruising log (1) (2) (3) (4) |
| **Georgina World Cup** | Awarded annually to the yacht, which has entered the greatest number of individual ports outside a 25 nautical mile radius from the Club (1) (2) (3) (4) |

**QCYC Regatta 1904 Special Class** - Best Photograph (1) (2) (5)

**QCYC Regatta 1905 Special Class** - Best Photograph Showing QCYC Spirit (1) (2) (5)

Nominations are to be made using the form at www.qcyc.ca/social/awards with one form per nomination and must be submitted to the office Attn.: Awards Committee or by email to awards@qcyc.ca by August 31.

1. Only awarded to members of the Club
2. Members of the Board of Directors are not eligible
3. The yacht involved must be a member of the Club's squadron
4. A nomination for the cruising trophies must be accompanied by the yacht's logbook along with the Nomination Form
5. Best picture awards will be awarded to photographs submitted to the Communications Committee for publication during the season



# The Power of Positive Affirmations

By Valerie Wint

Those of you who attend my yoga classes have heard me ask you to silently repeat affirmations while holding various poses. I studied these affirmations as part of my Ananda™ Yoga Teacher Training, but some of you might not know why we use them, what's their purpose.

Affirmations are positive statements that hold a truth. "Even if this truth is not presently manifesting in our lives, nevertheless it is still true for us on some higher level." (Swami Kriyananda, *The Art and Science of Raja Yoga* ).

In the context of our yoga practice, we repeat affirmations silently while we hold a pose. Each affirmation is positive and reflects the energy of that particular pose. So, for example, a calming pose such as Tree Pose has a calming affirmation: "I am calm. I am poised." A more energizing pose such as Triangle Pose has a more energizing affirmation: "Energy and joy flood my body cells. Joy descends to me." Many of the Ananda™ Yoga affirmations contain the word "joy," which is appropriate, as the word "Ananda" is the Sanskrit word for "Joy".

A lovely anecdote about the power of affirmation came to me from one of my students. She and her husband had taken their six-year-old daughter to see the movie "Frozen," but for some reason the film scared the girl, and she was afraid to go to sleep. Mummy pointed out that she and Daddy were just on the other side of the bedroom wall, and she would be safe. Her mum taught her the affirmation we use for Seated forward bend: "I am safe. I am sound. All good things come to me. They bring me peace." And before long the little girl was asleep.

You can read more about affirmations at https://wintworks.ca/wintworksyoga-blog/f/change-your-beliefs-change-your-life.

# Learn to Sail

Christine Guerin learntosail@qcyc.ca

Sturgeon Lake

On July 14, 8 members of the youth senior race team headed to Kawartha Lakes to compete in the Sturgeon Lake Regatta, known as "Mid's" around the youth regatta scene. A favourite amongst sailors and parents, this is a cottage country regatta which gives our sailors an opportunity to compete and sail in different conditions and outside of Lake Ontario. The entrance fee is economical as it includes meals and local billeting. Billeting is where cottage owners around the Sturgeon Lake Sailing Club host competing sailing club teams via free camping on their property. Thanks to Keith Nunn and our special relationship with the 403rd Sea Scouts who provided tents for those sailors that needed them. This was a great opportunity for the race team to bond and for the coach and volunteer parents to test our trailer and travel process in preparation for CORK 2023.

We were met with a few challenges, like a flat tire on the coach boat trailer the morning it was scheduled to leave Toronto! We also realized that our trailer was not ready for a long haul and new protective noodles needed to be added to the trailer immediately. Thanks to the fleet and maintenance team for helping get the trailers and coach boat off the island, to Steven Buldish and Deb Francey for facilitating a last-minute tire change, and to members Bob Reeves, Carolyn Blaine and Leo Abramovich for re-noodling our 420's trailer so our boats were better protected for their trip home.

QCYC had a strong performance with 2 boats tied for 12th place out of 29 boats. Despite the rain on Saturday and the race being called early on Sunday

due to not enough wind, a fun time was had by all. It was a great way to start the regatta circuit for the 2023 season. Let's hope we can keep up momentum!

Thanks to all QCYC members for your support!

# Rear Commodore

Bruce Smith rearcommodore@qcyc.ca

By the time of publication, we will have once again run the Women's Open Regatta. A full report will follow in the final Clipper of the year and, as it was a pursuit race, I'm sure there will be great stories to come!

The cruising committee has been extremely active with two events behind them and two more to come. The destinations are Cathedral Bluffs Yacht Club and Bluffers Park Yacht Club on August 19 & 20, and September 16 & 17 respectively. This is a spectacular 12 NM sail past Toronto's Beaches, the R.C. Harris Water Treatment Plan (yes, it is something to see!) and the Scarborough Bluffs of course. Sign up can easily be done on the Cruising page which falls under Sailing section of the club web page.

On September 9 we host the QCYC Open Regatta. As has been the tradition for decades, boats come from across the GTA to participate in one of the last regattas of the year. By this point, crews are well practiced and boats at their best, so the competition doesn't get any better. Not surprisingly, it also includes festivities that everyone enjoys. I'd encourage you to cut loose the lines and give it a try! Registration is easy and can be found on the Open Regatta page that also falls under Sailing on the website.

Our Monday Madness dinghy series is a chance to get out and have some fun in either a Laser or 420. The club has a few 420s that members can sign out. If you haven't tried dinghy sailing do so! It offers a special kind of sailing experience.

And last but certainly not least, the AHMEN Series will run six events between August 13 and October 1. These middle-distance races can easily be sailed short-handed and offer a wide spectrum of competition. Out on the course you will find wickedly fast custom rockets and traditional cruising boats. Registration is easy and free so take advantage of the opportunity to get off the dock and have some fun!

# Entertainment

Jennifer Deyell entertainment@qcyc.ca

Thank you to the many, many amazing volunteers and staff who made Lobsterfest happen. You got hot, smoky, stabbed with shucking knives, and covered in lobster juice – serving 800 oysters (in 75 minutes) 173 lobsters, and 77 steaks.

July also saw a Canada Day barbecue (with an impressive crowd-sourced Canadian playlist), a second Trivia Night with Leo & Christian, a screening of *The Rocky Horror Picture Show*, a presentation about birds and waterfowl from the Toronto Wildlife Centre, and the second annual Flotilla Night.

# Treasurer

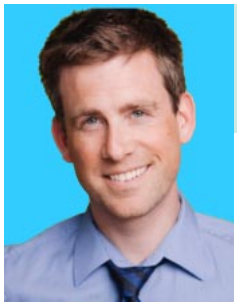
Lisa Duncan treasurer@qcyc.ca

We will remember 2023 summer season as "smoke on the water". I can't believe it's August already, the civic long weekend as I write this article, but that means Bands and Beer at QCYC and Bingo at the WIA club house, which we always look forward to and enjoy. Thanks to all those who have given me words of encouragement, appreciation and support as I was onboarded to the position of Treasurer.

The club is in a strong financial position, with new memberships and improved cash holdings year over year. The budget is balanced, and we have made new asset purchases of boats and motor for LTS. We've made investments in our capital infrastructure: refurbishment of docks; the stair rails and carpeting leading to the Great Hall; and finishing of the snug/meeting room which has been well utilized this summer. I hosted a meeting myself and it was a great space and the WIFI was strong. Thanks to the many volunteers who worked on those projects.

Our fiscal year-end of September 30 is fast approaching, so I am asking that any final payments of outstanding accounts, including storage fees and lumber purchased, be paid prior to the kick-off of the annual audit process.

See you around the club!



# House

Mark MacRae house@qcyc.ca

This month, I would like to use my Clipper Update to highlight some contributions by members. Queen City would not be Queen City without the significant and ongoing contribution to the maintenance, operation, and improvement of the club by its members. The "minimum" contribution required for each membership category should be viewed as the absolute baseline. We couldn't survive if everyone contributed only to that tiny amount.

So, as I said, I would like to celebrate some recent contributions.

First of all, David Hall (*Dalina*). According to the wall-of-fame in the lobby, David is a twice-past-commodore, having served as commodore in two separate two-year stints. That already puts him in elite company in club history. This spring he was part of

small group of members lobbying the house chair to find the budget to rehabilitate our grand staircase. The carpet was faded, stained with years of lard and dirt such that you couldn't tell which part of it was clean and what might be the original colour. The railings' paint was badly chipped and scratched off, and its surface was strangely sticky in a way that just wouldn't wipe off. Several proposals were explored, including removing the railings and sending them out to be powder-coated. At one point the estimates for costs were getting up to $15k and a fund-raiser was considered in order to get the job done. The house chair was starting to stall at that price point...

So, David, along with some help of current and past commodores (it must be a secret cave where they gather on the island somewhere) one day just started scraping and sanding the old paint off those railings. After some number of days, the mystery stickiness was just a distant memory and a flawless, newly painted surface emerged. At that point, the house chair couldn't refuse to hire a carpet installer to finish the job by re-carpeting the stairs in high-quality, commercial broadloom. I'm sure everyone can agree that the newly-reinvigorated grand staircase is a welcoming first impression of the club for any visitors and a source of pride for members ascending to the bar for a pint in our Great Hall – the greatest of all yacht club halls on Lake Ontario. Thank you, David.

And everyone else: please keep your dirty yard boots off the stairs.

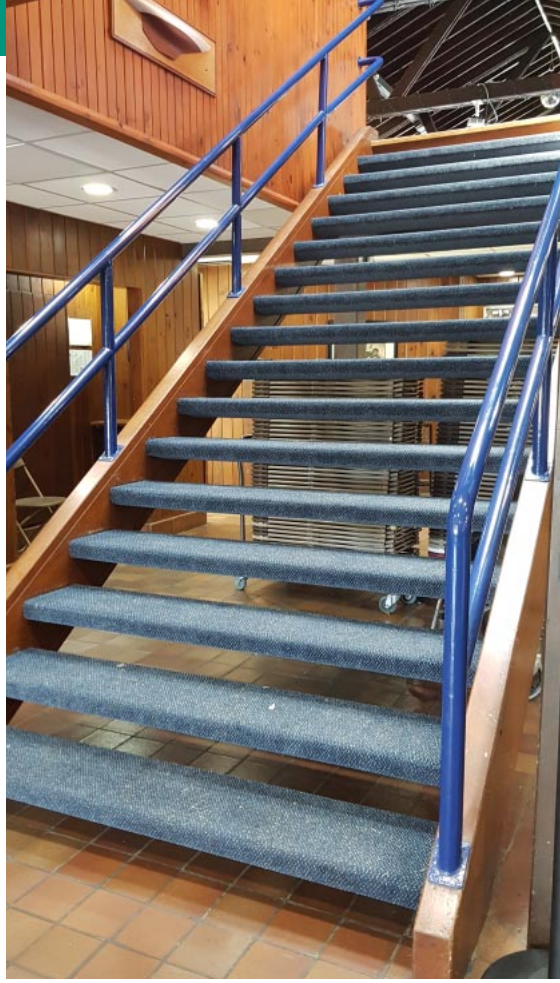
The second contribution I would like to highlight is not from a twice-past-commodore, but rather a very new member: Michele Franklin (*Brown Eyed Girl*). As has been well-celebrated at this point, the House Team spent two winters plus renovating the snug and conference room. When we finished, the old snug furniture was re-installed and, well… it just didn't quite fit our "new" aesthetic.

Rumours of Michele's skills with a commercial sewing machine found their way into the house chair's ears, floating on the aromas of melting lard in the yard. Lucky for me, I was a member of the Paul Horne Cradle Repair Crew (PHCRC) which worked on *Brown Eyed Girl's*) cradle during haulout. So, I got to meet Michele through my work with PHCRC. Side note: one contribution to repair a fellow member's cradle helped make the connection for another important contribution to the club in furniture repair.

As it turned out, someone else had already gotten to Michele about re-upholstering the outdoor furniture in Nick's Livingroom under the south balcony. After seeing those prototypes, we agreed on a plan to do all the snug furniture in a similar fashion. Michele took measurements, gave me a materials budget, and then went to work completely independently over the next several weeks to re-do all the cushions in the snug. I must say, the room seems transformed with the "new" cushions, and we all owe a big thanks to Michele.

Whether you are a newer or older member, there is literally no end to the number of contributions that can be made to our club. From shucking oysters to organizing the Wednesday night races to repairing the waterproof membrane under the balconies: it is all done by us.

While I'm typing this, I may as well highlight the jobs that are currently sitting in the House job jar (in the Members-Only section of the website, if you haven't found it yet…):



1. Paint Balcony fascia (White Exterior)
2. Prime and Paint Day Lockers for Women's Washroom (Bin Primer + Fog Grey Wall Paint)
3. Regular Maintenance of Wasp Traps
4. Regular cleaning of "Nick's Livingroom" under south balcony and other spider-prone areas

Contact the office for the location of the paint and/or the spider removal brushes. *You don't need to wait until the next big work party to help out the club.*

Finally, I would be remiss if I didn't also shout out Andy Peace for recently refinishing the tables in the snug, and also Ron Mazza (another twice-past-commodore) for shoring up one of the balcony supports with fresh concrete.

Enjoy the rest of your summer!

OCYC
TOP GUN