CLIPPER

September 2023

The magazine of Queen City Yacht Club

From the Editor

Valerie Wint vwint51@rogers.com

We're winding down this second summer of endless fun, and the weather can't decide whether to be summer or fall. But in this last edition of the *Clipper* we visit a waterless yacht club; ruminate on names that could have been chosen instead of pickleball; and we learn about one long-time member's introduction to sailing. We remember the Women's Open Regatta – our first as a pursuit race, and look back on the Niagara-on-the-Lake cruise. And we have the finale of how The Big Dig saved our clubhouse.

Thanks to all members who contributed to the *Clipper* over the season, with articles and photos. Special thanks to Glen Newbury, our graphic artist who makes our magazine look so awesome. And be prepared for next summer, when we ask for your contributions.

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Pursuing Gender Equity

The 2023 QCYC Women's Open

by Phoebe Wang

I listened to the Weather Network's forecast with dread on the morning of the Women's Open Regatta, August 12, watching the predicted severe thunder-storm system swirling across Southern Ontario. Weeks of planning the regatta as chair, and the day's racing could all be canceled due to tornados and what weather forecasters were calling a "supercell". I walked to the subway in the heavy rains, my insides churning with worry.

Yet just as skippers and crew were finishing up the Participant's meeting at 11am, the sky started to clear like a window being wiped of layers of smoke and grime. A few boats had decided not to race due to the forecast, but fifteen boats headed out to a start line south of Toronto Islands rather than starting in the Harbour and going out the eastern gap as in the previous year.

After the slowest rated boat started at 1:30pm, the rest of the fleet crossed the start line in intervals, heading west to the Gibraltar buoy and then continuing north to the Dufferin buoy in Humber Bay, rounding them on their return. All were able to

complete the seven-nautical-mile course in a steady breeze and congratulatory sun in about an hour and half, with all boats having crossed the finish before 3:30pm.

On the bow of *Panache*, I was incredibly impressed by the performances of the women on the helm and their crews as they overtook boats or blocked them strategically, speeding towards the finish line. Congratulations to all the participants who undertook the pursuit race, a fun and accessible format which is quickly becoming a popular choice for QCYC's racing program.

Flags and prizes were handed out to the top three racers in three categories: QCYC Split One and Split Two fleets, and to non-QCYC boats. Congratulations to *Blue Streak*, helmed by Teresa Eckersley, winner overall and of the QCYC Split One fleet, and second place finisher, Maya Rukavina aboard *Fritha*, with Mary Ann Tevlin and her *Bandoleer* crew in third. In the Split Two fleet, Alix McLaughlin helmed *Seraphina* to a first-place finish, Amanda Thambirajah at the wheel of *Panache* came in second, *Borne Home* driven by Lisa Parra was third. Skipper Amanda Karahanas on *Abrabacadabra* led the non-QCYC fleet, with *Bones* taking second place and Popcorn in third. *Blue Streak* also took home the Marilyn MacDonald and the QCYC Class A 1913 Trophies. Many thanks to the prize sponsors, which included The Rigging Shoppe, Fogh Marine, Penguin Random House Canada, Assembly Press, C'est What Brewery, and Great Lakes Brewery.

After the awards presentation, the evocative folk songs of Jessica Moore and Degan Davis floated over the picnic tables and into the setting sun. Participants enjoyed drinks donated by Collective Arts and an unexpected keg that showed up from Great Lakes Brewery. Steve Manley designed the striking new logo and regatta poster. A huge thanks to the race committee, who were stranded out on the *Freddy M* after the race due to the failure of the steering system. Thankfully, the six volunteers onboard returned safely. The day couldn't have happened without the volunteers who assisted with promotion, soliciting donors and prizes, writing NORs and Sailing Instructions, arts and crafts activities, beverage service and set-up and tear-down. As a new member, chairing my first regatta deepened my relationships with the club's community. It reminded me of the support, kindness, and encouragement I received, particularly from the women at the club, who are role models of leadership, strength, and expertise.

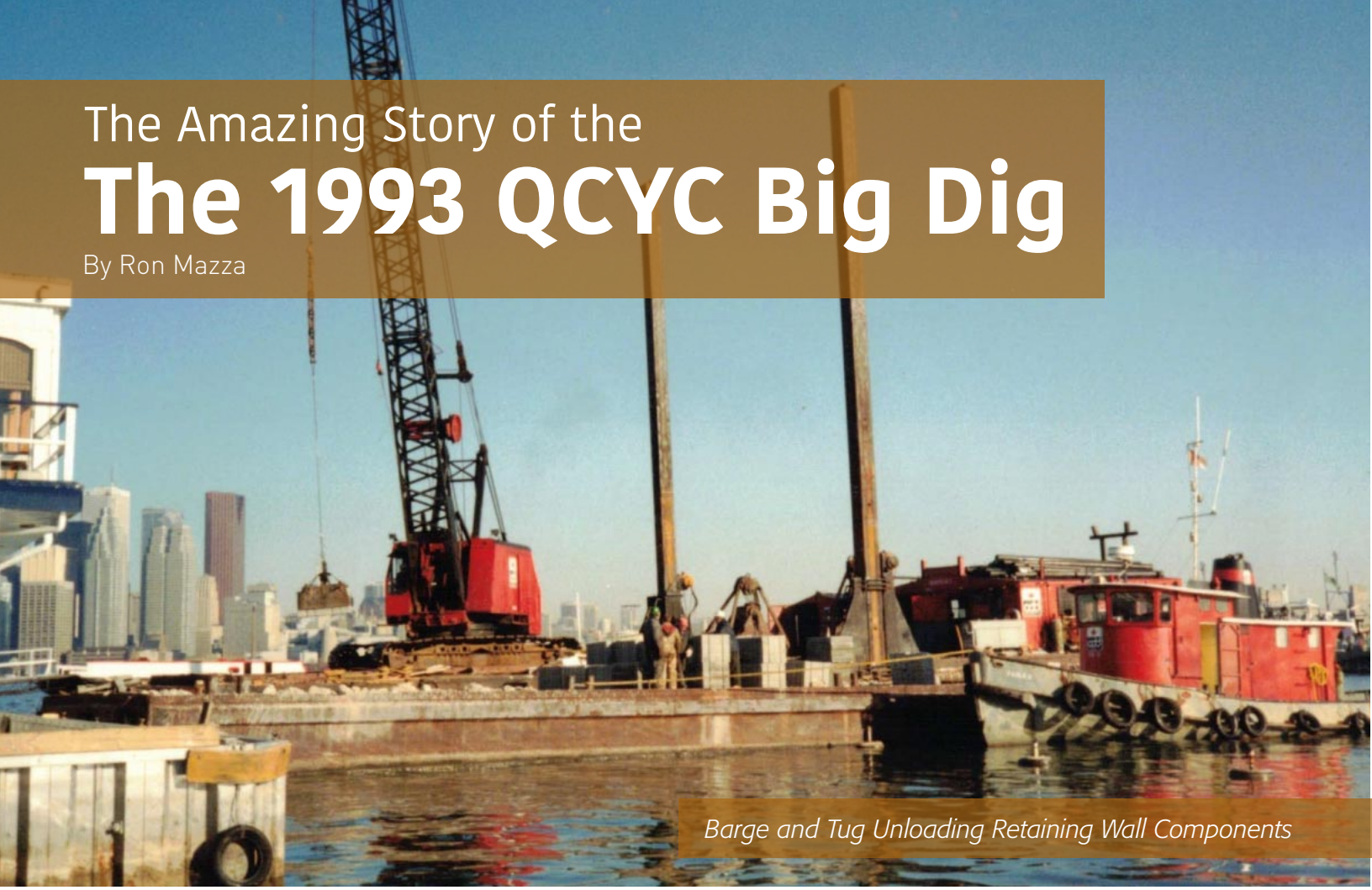
The Women's Open Regatta is not only about competition, but also the skills and stories that we pass on to the next generation of female skippers and crew. Gender equality in sailing is by no means a goal achieved. That QCYC acknowledges the work still to do makes the pursuit of this goal and events like the Women's Open meaningful.

Your weather-whisperer and 2023 Women's Open Regatta Chair, Phoebe.

The Amazing Story of the

The 1993 QCYC Big Dig

By Ron Mazza



Barge and Tug Unloading Retaining Wall Components

Part Three – 1994 Finishing Off

As outlined in the previous two issues of the Clipper, 2023 is the 30th anniversary of one of the most critical undertakings in the history of QCYC. In 1993 our historic clubhouse was in severe distress and needed a major member-driven intervention. In the July issue of the Clipper, we covered Part 1, the story leading up to the 1993 Big Dig, and in the August issue Part 2, the Big Dig itself. At the end of Part 2, with the removal of all the sand, and the repair and replacement of rotted beams and floor joists, much of the work was done, but had to stop due to the arrival of winter. However, the work was far from finished.

Part 3 will cover the rest of the story, undertaken in the early spring of 1994 before launch and before the clubhouse was open, with snow still on the ground.

This phase comprised repair of deteriorated foundations, construction of a new retaining wall, a wood walkway, exterior decks around the building, and final landscaping.

Deteriorated Pile cap

Walkway Construction

Foundation Repairs

The removal of the encroaching sand the previous fall had revealed major deterioration of several foundations. In some cases, the concrete caps on the wood pile foundations had severely deteriorated and in a number of locations were completely gone. Will Shubat and his crew were again retained by the Club to undertake this specialized repair work with myself providing structural engineering advice.

The original pile caps of the building, constructed in 1920, appear to have been mixed on site with poor quality control. This led to some caps being more susceptible to freeze/thaw deterioration than others. When concrete saturated with water is subjected to freezing, the expansion of that ice within the concrete can cause cracking and flakes of concrete to spall. Poorly mixed or poorly consolidated concrete with low cement content is more susceptible to this deterioration. Some pile caps were so severely spalled they looked like beaver chewed trees, with only a small area in the middle still supporting the load of the columns above, while many others were still sound. Will Shubat and his crew, again working in confined wet and cold space, repaired the spalled caps by chipping them down to sound concrete and repairing them with a specialized concrete repair mortar.

There were some piles and caps that were completely gone. These were located along the original east side of the building. Before the sheet pile wall was built this was the old shoreline. These piles were fully exposed above grade for many years, so had a more severe exposure to the elements due to the sloping shoreline on which the clubhouse was originally built. Miraculously, though sagging was severe, the building above had not collapsed.

Where little or no cap or pile was left, Will and his crew built concrete block piers on new poured reinforced concrete spread footings to support the new steel beams and columns above. Again, they were working in a very constrained space in wet, cold conditions.

But the structure of the building was now stable.

Retaining Wall Construction

The work outside the footprint of the building was undertaken entirely by QCYC members. This is an

Unloading Retaining Wall Components

Retaining Wall Construction Begins

example of QCYC member contribution and dedication at its best. The key player in mobilizing and directing this work was Board member David Kent, utilizing his considerable experience and talent in project management and construction.

The removal of the sand beneath the building had created a new two-foot-high crawl space. This was a great benefit as it now allowed continuous access to all underfloor services in the clubhouse and ongoing ability to inspect the structure. But the outside ground around the building was still at the same level as the ground floor of the building. A step had to be created to mesh these two levels. This was accomplished by building a two foot high retaining wall around the building. A modular precast concrete wall system was chosen to accomplish this as it was both cost effective and could be placed by enthusiastic but unskilled members.

Then came the first crisis.

The original plan was to bring the considerable quantity of concrete retaining wall blocks to the Club by truck. However, at the last minute, it was discovered that the Algonquin bridge did not have sufficient capacity to support the weight of those trucks. But the concrete was ready for delivery and the work party had been organized. What to do? The solution was to hire a barge and tug from Toronto Drydock, load the concrete pieces on the barge on the city side and bring it across the bay pushed by the tug.

Then came the second crisis.

The weight of concrete block on the barge sank it to such a level that, even with the spring higher water, it ran aground before it could come close to the wall. What to do? The barge had two vertical legs that were designed to be driven into the bottom for stabilization. By driving one leg down and pushing on the opposite side with the tug, then reversing sides, it was possible

Retaining Wall Construction - Commodore Wayne Smith in Red

to "walk" the barge through, and over the lagoon bottom, close enough to the wall that the concrete wall components could be unloaded by a crane on the barge. As the concrete was unloaded the weight on the barge was reduced, allowing it to rise off the bottom and eventually float free.

The blocks, once on land, were then moved with the help of a Bobcat and assembled in place around the clubhouse by members.

Walkway Construction

As the retaining wall was being placed by members, the wooden walkways were being assembled by other members. The concrete retaining wall was constructed 4' away from the building to allow good ventilation of the crawl space as well as ease of access. That 4-foot gap needed to be filled. David Kent had originally conceived of prefabricating the walkway over the winter on the city side and bringing it over in sections, but in the end found it more practical to assemble the sections on site.

David, again using his extensive construction management skills, efficiently organized our volunteer members into teams with specific roles to assemble the walkways on the ground then carry them into place. The walkway was fabricated in sections from pressure treated 2" x 6" decking and joists spanning from the top of the precast concrete retaining wall onto steel angles bolted on the side of the clubhouse. Galvanized steel grills were built in to provide ventilation of the new crawl space below.

Much of that walkway is still in place 30 years later.

Revised Landscaping

And then there was all that sand that was removed. What to do with it? Again, using the rented Bobcat, members spread it around the yard on both sides of the north walkway. This resulted in the undulating topography in this area still visible today and why the path seems to be in this miniature valley and is so prone to puddling and flooding. Then lots of grass seed was provided.

Conclusion

This major project, critical to the well being of the Queen City Yacht Club, undertaken 30 years ago, underscores that QCYC members can do anything they put their minds to. The reason this club still exists is that, over its 134-year history, there have been members who care passionately enough about this place to deal with issues, both great and small, as they inevitably occur. The QCYC Big Dig is just one of many examples. And I can guarantee there will be many more examples in the next 134 years.

Walkway Construction

The High and Dry Yacht Club

By Roger Petersen

When you think of sailing and sailing clubs, Switzerland is probably not first on your list. But the Swiss if anything are industrious and problem-solvers. So, when some of the more, shall we say, affluent folks of Gstaad decided in 1996 to start a Yacht Club, who was going to say no?

I mean it seemed a natural fit: Gstaad sits 1000 metres above sea level, has 2 km of vertical, 250 kilometres of skiable terrain, 61 cable cars and with four metres of snow annually, has a season that runs from October to May. Oh, and did I mention it is also 100 kilometres from the closest body of water – Lake Geneva, and 400 km from saltwater – the Mediterranean. It's called the fairy tale Swiss ski resort town for a reason.

It wasn't always that way. For centuries, Gstaad was a sleepy little village of farmers in the county of Gruyère. Yes, that Gruyère. They'd grow their crops and milk their cows. They were doing ok. At one point even boasting an inn for weary travellers and oxen to carry them through the mountains. But every so often, they'd be ruled by a terrible Count who would make a mess of things. Gruyère/Gstaad even went bankrupt courtesy of Peter the II of Savoy.

The boom-and-bust cycle all changed in 1898, when a fire destroyed much of Gstaad. Terrible yes, but the ever-industrious people of Gstaad decide to build back bigger and better. They recognized that tourism and skiing specifically were becoming big things. When the railroad linked them to the rest of the world in 1905, they knew it was time to open their first ski club. More soon

followed. And it got expensive. Really expensive. If you want to hit the slopes today, day passes are about 75 bucks. Not bad really. Now if you want to stay a few days. Hmmm. The Gstaad Palace averages about $2000 a night. Want a place to call your own? Prices can go as high as $8500 a square foot.

Oh, I almost forgot, we are talking about the Gstaad Yacht Club. Like all good yacht club beginning stories, this one begins in St. Tropez. René Fatton, yes, the Rene Fatton (actually I have no idea who he is, but let's assume he's loaded.) He's in St. Tropez and owns a classic Riva motorboat which costs "call for a price" so you know it isn't a dinghy. René wants to give his yacht its own identity but instead, he ends up designing the burgee, stickers, beach towels, etc., of a so-called "Yacht Club de Gstaad". Boom, a virtual club was born!

I stole this next part verbatim from the Gstaad YC website because it's so cute and pretentious.

The following winter when René and his charming wife Christiane were walking through Gstaad, he was always proudly wearing a jacket with the "Yacht Club de Gstaad" ensign. During a lunch invitation, someone asked him how one could become member of this club. René was not quite sure what to answer, but later during a relaxed get together at a friend's house, they decided to create a real club. If they were going to do this, then they would do it right.

They soon arranged the articles of association and the by-laws and brought together 10 Founding Members at the Olden Hotel (which goes for $3000 a night), which also became the initial "Clubhouse" for all meetings and events. On February 28, 1998, the Gstaad Yacht Club was founded. George Nicholson was elected Commodore and the Founders pledged to support this Club. About six months later, H.M. King Constantine of Greece kindly accepted to become Patron of the Gstaad Yacht Club. He has since become much more than just a Patron; he is now a friend and ambassador.

In December of the same year, the first event was held. Each Founding Member was asked to invite

Continued on page 14

J/24
60
DOVE
DOVE
TORONTO

The Ballad of Bill Eckersley*

By Joanna Kidd

I'm gonna tell you a story 'bout a man named Bill.
He sailed all his life, and you know he's sailing still.
And when it comes to hauling out, he is mighty keen,
He's the best darn flagman that you have ever seen.

Well, he brought the car up along the way,
And said "Get cracking, 'cause I haven't got all day."
No matter 'bout the temperature, no matter 'bout the rain,
If it weren't quite right, he'd make you do it all again.

And when he thought that the cradle was sitting just right
And the pins were in and the chains were done up tight,
When everything was ready well these words came from his mouth
"Stand away from the car, this car is going south."

And he walked the car to the end of the line,
And when the boat was loaded up just fine
He'd lift up his flag and these words he'd utter forth,
"Stand away from the car, this car is going north."

Then he took the car up beside West One
When the pins were out and the chains they were undone
He said to the pushers who were feeling kinda sore,
"Don't worry folks, there's only 80 more!"

And that's my story 'bout a man named Bill.
He sailed all his life, and you know he's sailing still.
And when it comes to hauling out,
he is mighty keen,
He's the best darn flagman that you
have ever seen.

**To the tune of the Ballad of Jed Clampett*
(The Beverly Hillbillies theme)

Continued from page 11

10 possible new members for a reception at the Olden (still 3g's a night). To mark the occasion, an Olympic Star boat was settled in the middle of Gstaad's promenade, soon covered in snow, and the Founding Members braved the cold temperatures to pose for an official photo. During cocktails, the Club was unveiled, and guests were invited to join. The reception was a big success. The objectives to find at least 50 new members and to establish the foundations of the club were met – and were the starting point to think about the next steps: establishing a clubhouse of their own.

The number of members was growing each year, including very prominent Honorary Members who kindly accepted the invitation of the GYC's Patron. The board started to hear wonderful stories of members meeting in different corners of the world. The GYC burgee could be seen in some of the most prominent places. Somehow the GYC started to belong to the scenery.

The first sailing event took place in Monaco at the invitation of the Yacht Club de Monaco. The GYC assembled a talented team of sailors, who gave their best, including some broken ribs and sore heads. This event, and many that followed, created a special relationship with the Yacht Club de Monaco.

In February 2000, the GYC finally held its first sports event. With the help and partici-

pation from the Eagle Ski Club the GYC invited the Yacht Club de Monaco and the Royal Yacht Squadron for the Ski Yachting event. Ski races in the afternoon were followed by remote controlled carbon fibre America's Cup boat match racing in the indoor swimming pool. Wind came from specially arranged large fans. The boats were organized with the kind help of James Grey.

After the Yacht Club de Monaco, invitations followed from the Royal Yacht Squadron, the Yacht Club Costa Smeralda, the Royal Thames Yacht Club, and later one from several of the 36 reciprocal clubs. The GYC and its members very much enjoyed visiting friends and always look forward to returning.

Ok I'm Back.

The club needed a clubhouse which finally happened in 2003. Being in one of the top-ranked ski resorts in the world, their club is a beautiful chalet nestled in the mountains. Did I mention it's also a five-star hotel along with a wellness retreat and conference centre? The outer structure was finished the day GYC member, Ernesto Bertarelli and Team Alinghi won the America's Cup. He was one of only a handful of Swiss citizens on the Swiss team. Alinghi would defend in 2007 with another mostly non-Swiss crew. Gstaad has sent teams to the Olympics for both Switzerland and other countries, with Will Ryan winning silver for Australia in 2016.

If you'd like to join Gstaad, I have no idea what it costs. I've searched high and low for membership fees. Near as I can find, there is an exclusive invite only process much like QCYC's, but I'm guessing the initiation fee may be slightly higher than ours. Probably along the lines of "if you have to ask, you can't afford it".

QCYC Cruise

Niagara-on-the-Lake

By Andrew Good

We were fortunate to have twenty-two boats participate in the cruise to Niagara-on-the-Lake Sailing Club on the August long weekend. The weather was a factor, as always. We got together on Saturday and enjoyed the use of the NOLSC's clubhouse. Their building is from the 1830's with lots character.

The wide variety of activities in the area allowed people to go to the theatre, sample wines, enjoy the local restaurants or simply chill out.

If you have not joined a club cruise before, consider joining us for our last cruise of the season to Cathedral Bluffs Yacht Club on September 16 and 17. If you are a seasoned cruiser join up for some fun.

My Introduction to Sailing

By John Heath

I was almost 15 years old and had a great summer job – at a whopping $1.25 an hour!

My boss had a 38-foot steel hull barge with something like a school portable on it. This was a floating cottage with lounge, full kitchen, bathroom as opposed to a head, bunks, and bedroom. It had 12- and 110-volt power, as well as a propane system, and was fully insulated. Summer was spent cruising on Lake Simcoe and in winter the barge was hauled on shore on a lot on Lake Couchiching and used as a ski chalet.

Unfortunately, it had sunk some time before at a marina in Barrie, so we drove up from Richmond Hill each day to gut and refurbish the soggy mess.

One day in August I was told that the following Tuesday I was not going to go Barrie but had another task. Instructions were to bring a T-shirt, shorts, and running shoes, but to wear a clean white dress shirt, crisp pressed gray dress flannels, a blue blazer, and a proper tie – and oh yes, spit-shined dress shoes. Oh well – I am making $1.25 an hour…

We get aboard the *Hiawatha* and motor over to Royal Canadian Yacht Club – nice place, I thought.

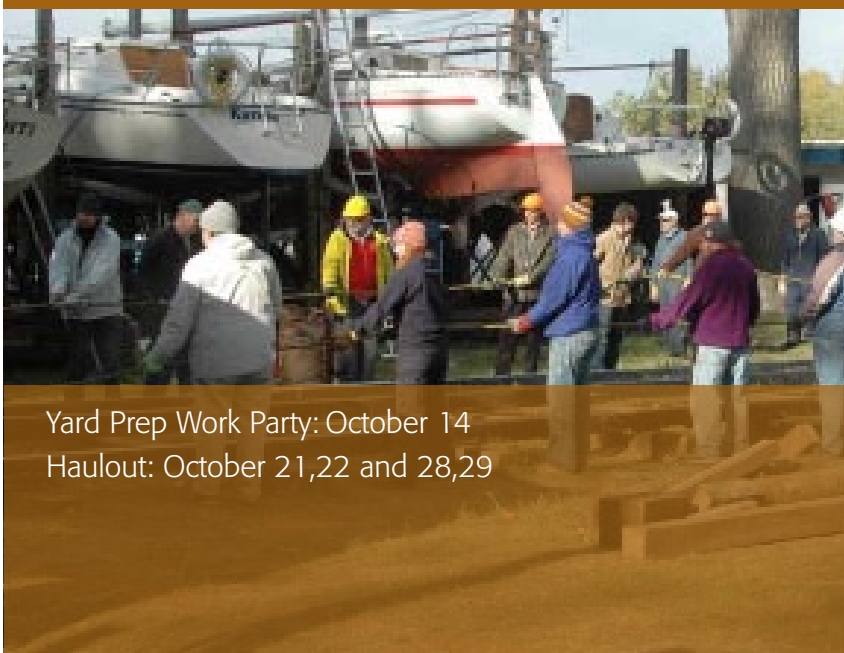
My employer is "old," 60 something and had recently broken 3 ribs. He tells me to change into T-shirt, shorts and running shoes. We get on a boat that I now realized was a Shark. It's a beautiful day as we motor out into the harbour. My employer then tells me that there are things to do before the race starts. I think, he has broken ribs and is over 60, so that's why I'm here. I now know that 60 is still very young.

He explains what I need to do when the race starts. The start before us was Albacores (about 15). A line squall came through and every boat was turtled in the turmoil.

We were about to go into the next start and as we crossed the line another squall came through, breaking the fitting for what I now know was the jib sheet. I was then gently told to go forward of the forestay and haul the jib down. That involved being forward of the forestay (not a lot of room – check the room forward of the forestay on a nearby Shark). I managed to get the flogging sail pulled down, and somehow, we managed to get back to the dock.

That experience taught me two valuable lessons: 60 is not as old as I once thought; and sailing is great fun no matter what the vessel and conditions are.

Don't Miss the Fun!



Yard Prep Work Party: October 14
Haulout: October 21,22 and 28,29

Pickleball? Pickleball!!!

By Al Rae jr.

Ahoy there!

It seems to me that, at one time or another, we all come up with what we think of as an original, groundbreaking concept that should be registered or patented…but never do.

For instance…in my 20s I thought that permanently waxed skis would be a great idea, then, years later, composite materials were developed, and I never waxed again. BUMMER!

Another case in point.

Back in the 50s we played badminton in the big hall of the Algonquin Island Association Clubhouse at the west end of Algonquin Island. There was a ping pong table in an adjacent room.

One afternoon, after a game of badminton, I had a flash of inspiration.

I lowered the badminton net to tennis net height, took a ping pong ball from the adjacent room and struck it with my badminton racket.

The ball took off like a crazed bee, zig-zagging through the air.

We played with this set up for the rest of the afternoon…slicing the ball and watching its erratic flight. Drop shots were amazing! It was great fun!

“Al”, my friends asked, “what should we call this new racket sport?”

I replied, “PINGBADTIS” “BADPONGTEN” or “TENMINTONPONG”…take your pick”.

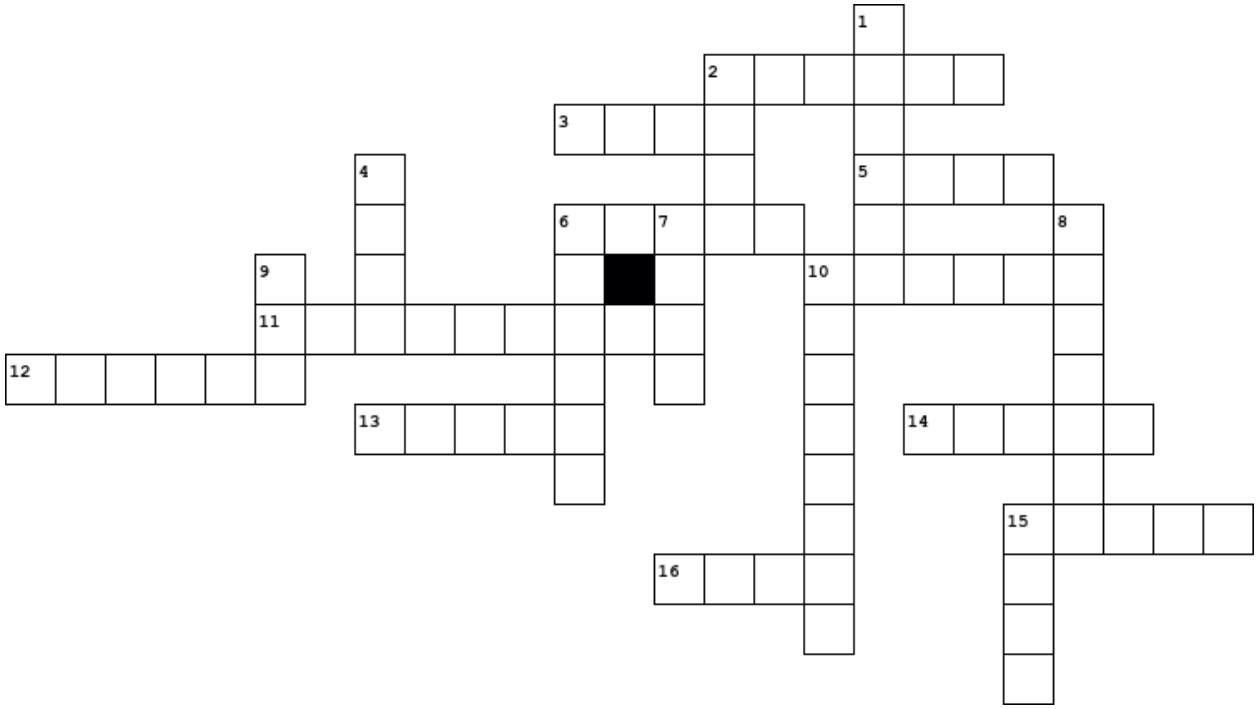
We all laughed and thought no more about it…until many years later…then suddenly…PICKLEBALL!

If only I had registered the idea…or had a dog called PICKLE.

C’est la vie!

QCYC's Crossword

By Valerie Wint



Across

2. _____Queen
3. A way to spend Sunday mornings at QCYC
5. The hard way through the Eastern Gap
6. A sleeping place for boat or person
10. Where your boat goes to bed
11. Place to put a hook
12. Sailing vessel pointer
13. This boat never saw Troy
14. Sail pulling device
15. Blue, green, red, yellow at QCYC
16. Course change that rapidly moves the boom across the cockpit

Down

1. _____End: yacht club or loose end of rope
2. Tie boats together at anchor
4. Drinking club with a sailing problem
6. Butter _____ ease your boat at launch
7. Do this to your sails before the squall hits
8. Apply the brakes without an anchor
9. How to get home on Windless Wednesdays
10. When a north wind knocks, these docks rock
15. Who discovered the QCYC fire?

Answers on page 23.

Burgee Exchange

with Barbados Yacht Club

By Patrick and Diana Walton

We recently received from a friend an old photo of an exchange of burgees. Patrick is seen giving the Commodore of the Barbados Yacht Club, Peter Burke a QCYC burgee, in exchange for a BYC burgee for QCYC. At that time, the two clubs agreed on reciprocal privileges.

If you show your QCYC membership card when you visit BYC, you will be given two weeks free membership, which allows you to order food and drink at the club through a visitor's card – very convenient, as you don't have to pay until the end of the two-week period. Just be aware that they may ask you to give them a deposit.

Bandoleer Crew and Skipper win second place in the QCYC Open Regatta. Sept 9, 2023.

Yoga

Namaste for Now

By Valerie Wint

We've had twelve great weeks of yoga at QCYC – mostly outdoors with that beautiful view of the City. I'm so appreciative that many of you attended regularly, some of you sporadically, and that we also had a few guests stopping by.

As I've mentioned in class, it's important to keep moving, making sure our joints don't seize up and our muscles stay strong and supple. You might consider continuing yoga through the winter, or you might do some other activity – just stay active.

A couple of people have told me how much these classes have helped them physically, mentally, and emotionally. It's important to be aware that yoga is more than simply physical movements, and that the focus on breath and on the affirmations we use can take us deeper than focusing only on the physical exercise.

I look forward to our next season of yoga, all being well.

Commodore

Jeff Imai commodore@qcyc.ca

The second summer of endless fun is coming to an end. There are still several events left but we must now start focussing on the fall and haulout. Even more important is consideration for next year's Board of Directors.

Every year at the club annual general meeting, we elect a new slate of directors to run the club. In practice, the commodore sits for two one-year terms. Thus, my stint as commodore is ending. We are now in the process of searching for members who are willing to stand for one of several positions on the board. If you are interested, please let me know. The club does not operate on its own, so we need members to sit on the board to steer the ship.

We are continuing to work on a draft of the By-Law 1 to comply with the Ontario Not for Profit Act (ONCA). There was a 3-year grace period given in order to comply. However, we only have a little over a year left. We are hoping to have a draft set of amendments to our Letters Patent, which will evolve into an Amended and Restated Articles, a draft By-law 1, and a draft Governance Policy Statement. These documents will be distributed for discussion in the near future.

Keep the second summer of endless fun going and we will see you at haulout.

Rear Commodore

Bruce Smith rearcommodore@qcyc.ca

As the season comes to a close, I want to thank all of the volunteers who contributed to the 2023 Sailing Program. Without your efforts and hours of work, members wouldn't have enjoyed the great Sailing Program:

- Sailpast
- Safety At Sea Day
- Wednesday Night Racing
- The AHMEN race
- Monday Madness Dinghy Racing
- Four Reciprocal Cruises and an Orientation Night
- The Return of the Blake Van Winkle Trophy Race
- The Women's Open Regatta
- The Open Regatta
- The Last Chance Cup
- Awards Night

Bringing back the Blake as a pursuit race was my own pet project and from the comments I received, it was a lot of fun and a great success. Applying this format to the Women's Open also broadened that event's appeal. While we had considered starting these races in the Harbour, common sense dictates that racing through the Eastern Gap on a summer day is no longer feasible due to the increase in traffic.

In 2023 the Sailing Program was run by a small group of volunteers given its size and scope. If you enjoyed any of the programs listed above, don't wait to be asked, please step up and help make them happen in 2024!

Entertainment

Jennifer Deyell entertainment@qcyc.ca

This has been another packed, too-short summer. It's always rewarding when an event runs smoothly, but it's far more rewarding to see the effect it has on people. *Woodstock* with a small group on a chilly August evening was my favourite event of the year. Watching the expressions of Nancy Moore and Robert Harris, who had been to the festival 54 years ago, was beautiful. Same with witnessing all the warm feelings around the Queen City Blues Band – and realizing how lucky we are to have had a house band in the past and how lucky we are to have the Queen City String Band in our present. The faithful yoga attendees taking advantage of our outstanding view; the epic teamwork of pig roasters, steak grillers and lobster boilers; the gathering of young and old to shuck (a lot of!) corn; huge turn outs for rowdy trivia; evening paddling in the incredible park that surrounds us... we are a fortunate bunch. A heartfelt thanks to the many, many volunteers and staff who made the summer such a joy.

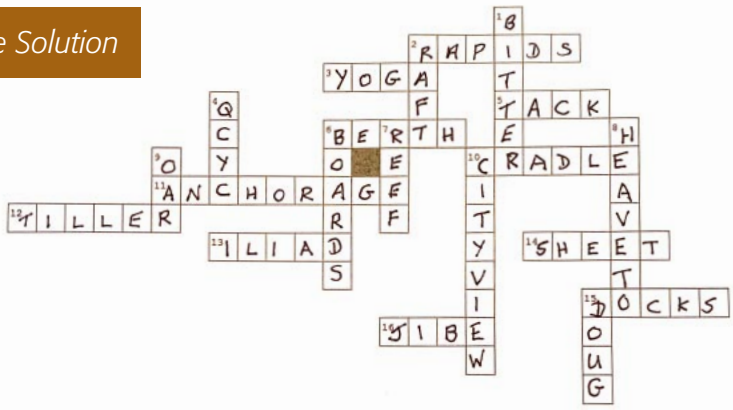
Moorings

Rob Nicholson moorings@qcyc.ca

A few thoughts from the Mooring Barge as the season draws to a close. There hasn't been much else to do but think thoughts on the barge, what with the engine out of service. There's hope now, though, in the form of a newly retired Learn to Sail Honda 15hp 4-stroke – with electric start (oh, the luxury). We hope to have it online for some work parties later in September – repositionings and tire replacements. We have new highly visible numbers in Red and Blue sections, thanks to Philly Chatterton and Rafal Janik. The repairs to the ramp joints on Clubhouse 1 to 4 seem to be holding well against the elements, and the dinghy T-Dock has also been repaired and reinforced. Now if I could just get everyone to use that dock to tie up when they visit the club.

Plans for winter '23/'24 include a continuation of the finger dock refurbishment program – we'll look for the 4 to 6 fingers that need it the most. We'll also look to improve the connection point for the Yellow Dock centre ramp, and see if an economical (and safe) platform design can be found for the med moorings between Green 8-11. And speaking of Green – maybe we'll upgrade the dock number signage in that section too. That should keep us busy.

QCYC Crossword Puzzle Solution



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