

The Slee Family History at QCYC

By Richard Charles Slee, Century Caprice

The Slee family has had a relationship with QCYC that dates back to 1890 when my Great Grandfather Richard Slee joined Queen City Yacht Club 10 months after its founding in 1889. At the Executive Meeting of QCYC on June 23rd, 1890, Richard Slee was proposed by J. Gardner and seconded by Hozack for membership and accepted. He had turned 21 just the day before the meeting.

Executive Meeting 23rd June 1890
Meeting Called to order at 8-30-
Present Vice Com. Whithead (in the Chair)
Captain Ward Treasurer Manson & Capt
Quinn Ridley Endall & the Secretary -
Minutes of last meeting were read & passed
Letter from A. Haight was read & it was
decided not to reply to it -
Moved by Mr. Quinn Sec by Mr. Ward that
House Committee be granted the sum of
\$100⁰⁰ for decoration purposes on July
second Carried -
Moved by Mr. Endall Sec by Mr. Manson that
each member be supplied with - 25c
for admission of friends on July 2nd
Carried -
Moved by Mr. Endall Sec by Mr. Manson that
Capt. Ward & Ridley be a Sub Committee to look
after getting requirements for the visiting yachtsmen
on 2nd July - Carried -
The following new members were passed -
Thos. E. Aikenhead pro. by J. F. Moir Sec by L. Inaudt
W. J. Withrow " " G. Kinnear " " E. Apter
R. Hannah " " E. Apter " " J. E. Apter
A. Cull " " W. Crozier " " R. Duthie
Jos. Livingston " " Com Allan " " J. H. R. Steiner
Quinn " " J. R. Wells " " J. H. Apter
Richard Slee " " J. Gardner " " J. Hozack

Executive Committee Minutes, QCYC, June 23, 1890



Richard Slee in his early 20s

Richard was born in Kirkby Stephen, Westmorland, June 22, 1869 in the north central highlands of England just south of the Scottish boarder. I always wondered how he first became interested in sailing being so far from any significant body of water except for the river Eden in his backyard. Did he punt on the Eden in a skiff like the one pictured below or might he have put up a sail?



Skiff on the River Eden, Kirby Stephen Westmorland, England 1914

His father William moved the family to Hamilton, Ontario Canada in 1880 when Richard was 11. As their house was just a short walk from Burlington Bay he would have seen fleets of sailboats racing on the Bay. The Royal Hamilton Yacht Club would be formed in 1888. By 1890 Richard had moved to Toronto and joined QCYC. In 1891 he was given a medallion from the Club. He wore it as a watch fob and I now wear the fob on a necklace. See below.



In early 1892 however he resigned his membership. In late 1892 he married Jennie Shaw in Hamilton where she lived. Richard had possibly moved back to Hamilton in early 1892. In November of 1893 his first child Ethel was born in Buffalo New York in the States. Richard was an engraver and he might have had to move to maintain his employment. Canada at the time was in a lengthy economic depression which it did not pull out of until 1896. By 1898 Richard was once again a member of QCYC and Captain of the Fleet. Owen Martin was Commodore, William Lee, Vice Commodore, D. Smith, Rear Commodore, Secretary H. S. Jones and Treasurer F. S. Knowland.

In the late 1890s Richard was sailing a 16 Foot gaff rigged skiff called the Caprice. In 1899 he won The Shaw Cup, a trophy offered by his Worship Mayor Shaw of Toronto. In the same year the building of the Old City Hall located at 60 Queen St. West was completed by the Mayor. The Cup was presented “For the best average 1899 - 16 Foot Class – LSA (Lake Sailing Association) – Toronto”. Pictures of the cup and the Caprice are below (and yes when we were thinking up a name for our Tanzer 10.5 we decided to name her the Century Caprice – 100 years after my Grandfather’s boat the Caprice sailed Lake Ontario).



The Shaw Cup – 1899 Won by R. Slee QCYC



The Caprice circa 1899



The Slee family has had a relationship with QCYC that dates back to 1890 when my Great Grandfather Richard Slee joined Queen City Yacht Club 10 months after its founding in 1889. I will continue the story starting in 1899 when Thomas Robinson “Bob” Slee aged 21, younger brother to Richard joined the Club. Bob in all likelihood was just completing his apprenticeship under his older brother as an engraver. Whatever the reason for joining, sailing was not his forte and he resigned two years later.

In the fall of 1900 Richard was elected Vice-Commodore. Minutes of the Executive Committee show that he had already served on the Committee from 1898 onwards but it is not clear from the minutes in what capacity. Over the next two years he would have been heavily involved in the building of the new Club House (QCYC had rented accommodation during the Club’s first decade) which was opened in 1902.



Picture from QCYC Centennial Book by Wayne Lilley

The Club House was financed through a company set up for the purpose called QCYC Ltd. of which a third of the members, including by Great Grandfather, purchased shares to build the club house.

The following picture shows my Great Grandfather Richard with his eldest son, William Reginald Slee (my great uncle Reg) inside the Club in 1903 (the Magazine Reg is reading is dated 1903).



Queen City Yacht Club – Club House circa 1903

In 1900 a close boy hood friend of Richard's, Harry Sweetlove, joined the Club and within a year joined him on the Executive Committee. Harry was to become the Club's Hon. Measurer.



Richard was still sailing his 16 foot Gaff rigged sailboat the "Caprice", but he and other 16 footers were being beaten consistently by A. J. Phillips (another member of the QCYC Executive Committee) in "Whitecap". So successful was "Whitecap" that a number of sailors in different Clubs were having boats made in "Whitecap's" likeness. By 1903 Richard had purchased a new boat, which he called the "Attempt" which he often sailed with Harry and though winning or placing well he did not seem to do as well as he had in the "Caprice".

On March 4, 1902, according to the Toronto Star, Richard Slee, the incumbent Vice Commodore, William Withrow, and Rear Commodore William Ward were nominated to stand for election as Vice Commodore and Richard withdrew with Withrow becoming the next Vice Commodore. There is no reason given and none that I could find in the Club minutes. Richard continued to serve on the Executive Committee, which was now called the Management Committee, until his resignation in September 1903 which was accepted with regret but with the Committee's appreciation of his past service. He continued to serve on various Club committees until 1905. After this time his name does not appear again in existing Club records until 1914.

The reason for his withdrawal from Club activity most likely was his move to a new house which he began building with his father William(my GG Grandfather) who was a carpenter, in April 1905 on Lakeshore Road on Humber Bay just beyond the Humber River on Lake Ontario (across from what is now Christie Biscuits – the house was torn down in late 2008 to make way for more condominiums). Transportation links to the City were not as good as they are today – you either took the Radial (the precursor to the Street Car) or a horse and buggy. The following is a picture of the house which Richard called "Thornhill".



He also constructed a boathouse in which he stored his sail and motor boats. The marine railway should be familiar to sailors at QCYC.



Launch of the Slee motorboat “Ein Prosit”

The following picture is of the Slee’s “cruising” sailboat in front of the “Ein Prosit” on which you can just see the QCYC Burgee.



At this time Richard Slee was also working his way up to become Superintendent (CEO) of Stone Ltd. Lithographers which along with his young family of four, Richard Henry (my Grandfather) being the final addition born at Humber Bay December 21, 1905, was most likely an additional challenge.

At the Annual General Meeting in April 14, 1914 it was decided to amalgamate QCYC Ltd. with the social organization. The frustration of the Executive Committee having to issue orders and requests to the QCYC Ltd about conditions in the clubhouse were fairly silly as many of the executive were also shareholders of QCYC Ltd. Individuals like my Great Grandfather who had held shares in QCYC Ltd. for the 14 years preceding the amalgamation were given a life membership and new shares in the new Club in which it became mandatory for a member to own shares.

In 1914, with the coming of the World War I, the Club found its resources severely stretched which was made worst by the Executive allowing members who were on active duty overseas to forgo their fees. Richard attended his first AGM in 10 years in 1915 where Tommy World was once again elected Commodore (our founding Commodore served in that office on and off for 14 years – see the front of your Roster for the specific dates). Richard is nominated in March 13, 1916 to the Board of Management and then elected on April 11, 1916 to the new Board of Directors (only four members added to the Executive versus the 6 to 8 on the Board of Management Committee). In June of 1916 Richard's beloved wife of 24 years dies of cancer. The Club Executive expresses its condolences and is recorded in the minutes. He misses only two meetings of the Board. He continues to be elected and serve on the Board of Directors for the rest of the decade.

From reading press reports in the Toronto Star and Toronto World Newspapers of the time there appeared to be two major type of sailboat races. The around the buoys race and the cruising race between two cities. Regattas were also held all over the Lake by the Lake Yacht Racing Association to which Richard Slee was elected to various executive positions in the early part of the 20th century. Navigation was a bit more challenging than it is today (no GPS or RDF etc). You had to use a compass, chart, binoculars and dead reckoning. A picture of my Great Grandfathers compass and binoculars are below.



Another aspect of having a boat like the “Caprice” or “Attempt” was that there were few Mediterranean moorings or docks. Most clubs used mooring buoys in a designated anchorage which the Executive Committee of the Club was continuously having to deal with. You had to have a “dinghy” (small boat in Hindi) to row out to your boat. Each boat's owner had to be clearly identified (if someone took your dinghy you couldn't get out to your boat as your dinghy would be tied to the other sailor's mooring buoy). Richard attached a plate with the Slee name deeply engraved, the plate was passed on to me and a picture of it is below.



On the morning of July 7, 1920, disaster struck QCYC when its spectacular club house designed by Lennox (member and architect of Old City Hall) collapsed into Toronto Harbour. The initial reason given by authorities was rotten support pilings however it was found that dredging to deepen the harbour and ironically create a group of Islands, including Sunfish (now Algonquin), was the true cause of the collapse.



The Board of Directors, led by Tommy World the founding and Commodore at the time, was prepared. My Great Grandfather Richard Slee had been appointed to a Special Committee in November 1916 to look into moving the Club to the north side of the Western Gap or to Ward's Island. At the October 8, 1917 meeting of the Board of Directors Richard Slee and another board Member reported on a meeting held with the Toronto Harbour Commission (THC) regarding a new site for QCYC. The main part of the discussion was providing a new site on the north side of the Western Gap and that the THC would not in all likelihood pay for the

move of the club house but would be willing to compensate QCYC for the cost of building a new one. As well, the THC wanted QCYC to stay at its present location for another three years. THC also suggested that QCYC get together with Argo, Toronto Canoe Club and National to discuss the arrangements. By the spring of 1920 Richard Slee was investigating a move to Ward's Island with and an amalgamation with the Ward's Island Association.

It is important to also understand that World War 1 had a devastating effect on QCYC. Membership dropped to below 70 and the Board of Directors was having to continuously authorize overdrafts and loans at the Bank to keep the Club afloat. In December 1918, Richard and another member of the Board were appointed as a special committee to raise contributions to save the Club. Subsequent meetings of the Board showed that a large amount of money was raised. The Board alone contributed \$170 (about 25% of the annual cost of running the Club at that time). By the time of the disaster however membership was beginning to increase substantially.

After the Clubhouse fell into the harbour the activity of the Board was truly Herculean. The activity on the Board and what was accomplish in a relatively short period is a compliment to the leadership of Tommy World and the Board of Directors including my Great Grandfather. The Board appointed a committee including Richard to formulate a plan of reorganization of the Club by September 7, 1920. The lease for the Sunfish Island location was ready for signing by this time. On January 11, 1921 Richard is appointed with others to oversee the plans for building of the club and boat house on the Island and on February 8, 1921 Tommy World reports that he has signed the lease for 2 acres on Sunfish Island. On April 6, 1921 Richard is appointed with others to oversee construction of Clubhouse and approve any changes to the original plans. On July 21, 1921 Richard Slee is appointed Acting Treasurer to raise funds for the building of the Clubhouse (which is well under way at this time but proving more expensive than anticipated). From the following notice from QCYC Centennial Book by Wayne Lilly it is also evident that he was trying to obtain new members.




QUEEN CITY YACHT CLUB

The new club premises situated opposite Wards Island are now ready for occupation. Dinghy Houses sufficient to accommodate 26 Dinghys have been provided, a feature of these houses is that each is a private house for which members have their own key.

The Assembly Room has a floor space 32 x 67 feet for Receptions and Dancing, with a balcony extending the full length, including Ladies Rooms, Wash Rooms and Shower Baths, making the accommodation complete. Any member or the steward will be glad to show you through the premises. A ferry service runs from the City to Wards Dock. For those desiring to join with us the following information is given:

Non-Resident Member Fees	-	\$ 3.00 per year
Junior	" "	15.00 " "
Active	" "	25.00 " "

Those joining as Junior members will be required to pay only \$7.50 for fees for balance of Club year and are not required to subscribe for stock.

Those joining as Active Members are required to pay \$5.00 on application which will be received on account of stock, \$2.50 for balance of club year on receiving notice of election and the balance of the stock in equal instalments 30 and 60 days thereafter. They will be required to subscribe for one or more shares of stock of par value of \$25.00.

Rent for Dinghy Houses \$25.00 per annum, one half accepted for balance of Club year.

AUGUST 1st 1921.

For Application Forms and further information apply
RICHARD SLEE, Acting Treasurer
70 Lombard Street - Main 3386

FOR
APPLICATION FORM SEE OTHER SIDE.

On March 8, 1921 at the QCYC Annual General Meeting Richard addressed the membership on publicity and the new Charter (it was essential to create a new legal entity as a result of the move and to increase the amount of money that could be raised through shares to \$100,000). The Charter was to have been addressed by the Vice Commodore but for whatever reason it ended up with my Great Grandfather. He also had to make the motions for the new membership fees and costs of the shares. Below in his handwriting is his proposal on the charter.

Re Charter

Your Committee after Consultation with Mr. Mason our Collector and acting upon his advice would recommend that we use our old Charter (instead of ^{which was for \$3500.00} applying for a new one which was considered) increasing our Capital Stock to \$100,000.00 by doing this we will not require to add the word limited after our name and can carry on as usual - as the Queen City Yacht Club of Toronto

Your Committee further recommend that the Shares be \$50.00 each, and Life Membership \$250.00 ^{Each} ~~stock~~ ~~new~~ member in addition to the Annual Fee to subscribe to one Share of Stock and that the Annual Fee be \$25.00. The only exception being the present life members who are in reality the owners of the Club at present, and who will have to be exempted, it being optional in these cases whether they subscribe to stock or not, it is however sure that many will among the membership take stock to help out the Club.

Richard Lee

He also made an address to the membership which I found interesting and inspiring. The following is what he said:

“Your Board of Directors has asked me to speak to you on the question of Publicity in connection with the present plans of this club, which have been so ably presented to you by the preceding speakers. At this time when our club is embarking, so to speak, on a new era in its history, it is more than ever necessary, in fact it is expected, that the members will be loyal to our organization, and endeavour in every way to further its interests.

This can be accomplished by spreading aboard among those they meet whom they feel would be good and worthy members, should they join us, the good news of what we intend to do, If you will do this and refrain from criticism, it will be a power for publicity and good will, which will eclipse all other efforts in this direction. It is important at this time that we should have your loyal cooperation in this direction.

During the months which have passed since the disaster to our club house, your directors have felt many times the position in which they were placed with regard to their not being able to reveal to you the progress which was being made-- real progress which you now know of, and which, for various reasons it was not advisable nor in the best interests of the club to make public.

During this time, and I now feel I voice the feelings of your Board, we have appreciated the confidence you placed in us, and your patience under very trying circumstances, which we can now feel have reached a most happy and gratifying conclusion so that you are now able to do much to help us in giving the greatest publicity--- without exaggeration--- to what our plans are--- what we intend to do in the interests of yachting-- what we are doing to make the name of the Queen City Yacht Club good, and to revive interest in this the second oldest yacht club on lake Ontario.

It is our intention to have our plans, if approved, by this meeting, published in the daily papers, showing the proposed buildings, accompanied with a suitable write-up.

We need and expect to have a large addition to our membership and count on your loyal cooperation to this end. It will however, be more than ever necessary to be careful in our selection of new members, if we are to build up a club worthy of our name and efforts.

If there is any criticism, do not allow it to go outside of our meetings. Criticism is good in its proper place. If is constructive. If it gets abroad among ,others, it is destructive. It pays to advertise-- so "boost," but do not Knock.”

The result is the granting of new Letter Patent by the Ontario Government on November 18, 1921 signed by Thomas Albert Edward World, Broker, William Dixon Thomas, Manager, Blake Van Winckle, Electrician, Richard Slee, Engraver and Robert Andrew Farquharson, Teacher. The original Letters can be seen in the foyer of our Clubhouse. Through the rest of 1921 the Board worked on a new Constitution and Bylaws. At a special meeting on January 31, 1922 the new organization was brought into existence with a unanimous vote of the membership. The last existing old minutes are recorded in April 1922. There are no further records referring to my Great Grandfather Richard Slee after this time. It seems however that he contributed to the leadership of the Club when it was essential e.g. the building of the first clubhouse, the club's survival during WW 1 and the destruction of the old clubhouse and the move to the Islands and building of a new clubhouse that we have to this day.

The next member of my family to join QCYC was Richard Henry Slee by grandfather and youngest son of Richard Slee. He was born on December 21, 1905 and started sailing at a young age. The following sketch titled “Outward bound, waiting for the wind” was done by my Great Uncle Earnest J. Sampson a renowned Canadian artist and co-owner of Sampson and Mathews Lithographers who married my grandfather's elder sister Ethel.

My grandfather who went by the name of “Dick” won his first trophy at a race at Alexandra Yacht Club in 1922. The following is a picture on the cup.





He was also active at the Club. In “The Red Ensign” (the Clipper of that day) in June of 1925 he is listed as a member of the sailing committee and placing fourth in one of the club’s dinghies on May 25, 1925. He also had two medallions, one from RCYC marked 1926 and the other from the Lake Yachting Racing Association as seen above right.

My grandfather told me as a child when vesting Algonquin Park and viewing an lumber hauling “Alligator Boat” that he was injured in the eye when a winch gave way and the handle struck him in the eye. Until his death I thought that he had been involved in the timber industry as a young man. When reviewing his documents after his death I discovered that he had never been near a tree professionally in his entire life but that he had been injured while hauling boat at QCYC! The following undated article states that he was 24 which would place the accident in 1929 or 1930.



According to other documentation the railway at that time used a rented hand winch which might have been replaced in 1930 by one that the Club purchased. The railways orientation was also west-east as can be seen in this 1931 aerial photograph.



The accident most likely saved my grandfathers life as in 1939 when he volunteered to join the Canadian Navy for WW II he was rejected as medically unfit as he saw two images on top of each other from his damaged eye. Though Dick his son's sailing career was at an end, some years later in 1957 he joined the Boulevard Club where I took my junior sailing in the 1960s. He remained a member until his death in 1990.

My Great Grandfather died in 1944 and his obituary stated that he was a founding member of RCYC. This claim was totally false as RCYC was formed in 1852 and my great grandfather was not born until 1869 in England. As also can be seen from my previous article he did not join QCYC until 1890, ten months after its founding but he was a life member.

Richard Charles Slee and Mary Elizabeth Harsant joined QCYC as senior members in 1994 along with their son Richard "Joshua" Slee and currently own the "Century Caprice" (named after my great Grandfathers boat the Caprice which he sailed in the 1890s) a Tanzer 10.5 at Green Dock 24.

RICHARD SLEE
**Many Years Active
in Lithography Field**

One-time noted yachtsman, Richard Slee, 74, for 29 years superintendent of the former Stone Ltd., lithographers, died yesterday at his home, 221 Lake Shore Rd., Humber Bay. He had been retired seven years because of ill health.

Mr. Slee was born in England, and came to Hamilton as a boy. He had been a resident of the Lake Shore Rd., Toronto, for nearly 40 years. A charter member of the Royal Canadian Yacht Club, he was a life member of the Queen City Yacht Club and the winner of many race trophies. He was a member of Bloor Street United Church and the Canadian Order of Foresters.

Surviving are his widow, Janet Bethia Black Slee; two sons, W. R. Slee, Montreal, and R. H. Slee, Mimico; two daughters, Mrs. J. E. Sampson and Mrs. E. E. Sparrow, both of Toronto; a brother, Robert, Ottawa; two sisters, Mrs. Catherine Baillie and Mrs. Agnes Emery, both of Hamilton; and seven grandchildren.

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



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

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

We were still without a boat and the search went on for something much bigger than I had originally wanted. We were now looking at boat in the 34 to 38 foot category and for various reasons i.e. too dark, too narrow,

not enough head room, leaks, to light etc (note that none of these criteria relate to a boat's sailing ability) "we" could not find a boat that suited us. Finally the very patient salesman suggested that we look at a Tanzer 10.5. I was rather surprised as I thought that Tanzer only made boats in the 20 to 30 foot category and this boat was much bigger (34.5 feet and 13,000lb displacement). I knew nothing about the boat but after looking at it Mary fell in love and suggested we buy it. I thought I could still get out of the purchase by making a low ball offer. No such luck, the offer was accepted. I then thought an in the water and out of the water survey would scupper the deal, but once again it was not to be and in May 1994 we became the proud owners of Puissance II a Tanzer 10.5 which we moored in front of the Club as there were no moorings available in the lagoon.



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

Being in front of the Club had advantages and disadvantages. On a med mooring Mary had to hand Joshua (who was then 6 months old) over the bowsprit whenever I was not on the boat which meant that Joshua and Mary got to know most members of the Club many of which became unofficial "Grandpas". The disadvantage which we soon learned was that QCYC was a party club and that trying to sleep on the boat on the weekends was a challenge. We moved to Green dock in 1995 when it was then almost deserted at the northern end and went by names such as "deathroll". We loved the dock and the location and haven't moved since. In 1998 we started to live on our boat in the summers enjoying our summers "at the cottage" on the

Toronto Islands. This is picture of Joshua “learning the ropes” tethered on the aft deck of the Century Caprice in the QCYC lagoon.



I went on to serve on the Board of Directors as Director of the Sailing School from 1997 to 2000. This was before we had new boats and I spent most of my winter weekends fibre glassing boats that seemed to like to sink rather than sail. I still remember the harbour police towing in one of sinking boats and making comments about our submarine fleet. After lengthy work on the boats they were floating and I rechristened them with names of submarines of WWII that had sunk.

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



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

The End.