The RED ENSIGN

Official Newscast of the Q.C.Y.C.

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TROPHY NIGHT

SAT SEPT 23rd

"YOU ARE CORDIALLY INVITED TO ATTEND AND BRING SOME FRIENDS WHETHER YOU ARE A PRIZE WINNER OR NOT. THERE WILL BE MOVIES OF THE SEASON'S SAILING ESCAPADES, FOLLOWED BY OUR CLOSING DANCE. LET'S ALL BE THERE!

MARK GOLDIES MUSIC $[illegible] Per COUPLE

THE CAP'N'S CORNER:

DID YOU KNOW?

Laurie Muir, Past Commodore

The Club was founded in 1889, with Commodore T.A.E. World as the first Commodore. The club has been active ever since, as has the first Commodore, in the interests of sailing.

assessed at $32,000 in 1920

The Club was originally located on the city side, at the foot of York Street. The old building was undermined during harbour developments after the first great war, and was purchased from the Club by the City. — not so, $15,000 from Harbour Commission as an out of court settlement

The Island Clubhouse was built in 1921 in its present location, and was at that time, the only building on Sunfish Island (as Algonquin Island was then called).

Until 1938, Algonquin Island, was truly an Island, and could only be reached from Ward's by small boat, and that all the buildings with the exception of the Clubhouse, have been erected since that time.

The Club was once without electric light for two months in the middle of the season, of 1928 as, during dredging operations, the dredge cut the submarine water cable. This won't happen again as the supply is now fed by the Algonquin Island distribution network.

Q.C.Y.C. Closing Day Regatta, was originated as an annual season's end event over ten years ago, and since that time has become the best interclub regatta held annually in the Toronto Bay area.

The Marine Railway once ran in an East and West direction, entering the lagoon at about the place where Bob Davies' boathouse is now located, and that all yachts were handled then with hand operated winch only.

ETHEL C was the first winner of the Louise Freeman Trophy of the Lake Yacht Racing Association, winning a cruising race from Cobourg to Rochester, which was sailed in a strong westerly which forced postponement of the race for 24 hours.

STOP PRESS NEWS

A noticeable improvement in the centreboard Fleet at the Closing Regatta - "Congratulations" from the Commodore and others.

The present Commodore once cast loose a line from a U.S. Coast Guard Cutter in Lake Ontario, after he had been taken in tow, because they refused to agree to tow him in to Olcott, where he was originally headed. (Ask Al for details; he was quite a boy even way back then in 1929).

The Telegram Trophy - best known annual open small boat trophy on Lake Ontario, in which Stars, C Class, Yankees, Tumlarens, Railbows, etc., race together in one class without handicap, was won by Conquest (a tumlaren from QCYC) in 1940 on Humber Bay in a reefing breeze from the South-West.

The best spot to have your yacht moored during one of the periodic autumn gales which are experienced on Lake Ontario, is right in the lagoon behind Q.C.Y.C. with two stout bow lines, and an adequate stern anchor. For those who need proof, it can be supplied.

A BLAST FROM THE COMMODORE'S HORN

EVENTS PAST & PRESENT

To the centreboard fleet I would like to mention that I was rather impressed by the results of the recent A.B.Y.C.-Q.C.Y.C. meet. I can't remember when the Q.C.Y.C. took such a shellacing! Something's wrong somewhere! The Q.C.Y.C. has been noted for its sailing prowess in the past and it's rather a disappointment to see us make such a bad showing. If we had lost out by 1 or 2 points, that would have been an honourable defeat - but 12 to 37!! Well, batten my hatches! Let's make an effort to find the answer. It can't be that you need instruction because none of you turned up to the first scheduled talk on Sailing & Knotty Problems. In fact, very few of you even turned out to meet the A.B.Y.C. boys, with the result they caught us short. These meets are planned to foster the spirit of interclub competition and should be taken seriously. When Toronto challenges Montreal to a Hockey duel, they don't pick up a bunch of bums, at random. They have a team trained and interested in what the results will be. Why don't you get organized and show a little Club spirit, and put everything you have into trimming the visiting sailors, if only to uphold the reputation of the Q.C.Y.C.!

Sailing is a very singular sport inasmuch as team work is concerned. You are not directed by a manager; it is the most individualistic sport on the face of this earth, for many reasons. You own your own ship: for that reason it makes you your own boss, and impregnable to being told what to do; so the answer is, What? If there's something you're not sure about, ask somebody who knows, or consult the dozens of books on the subject! Turn out to planned meetings and voice your queries or opinions on the particular subject that's worrying you! Don't come in last at an interclub meet and then start telling the boys that your bottom was dirty, or that you meant to get new jib sheets or main halyard. Inspect your gear frequently and have replacements attended to before you enter into competition, and the result will, I'm sure, be different. The satisfaction of winning a race is multiplied by the fact of this individual effort. You didn't have a coach telling you your shortcomings; you did it on your own; you attended to the details before the start; in short, Good Management is the answer!

Brief Notes: Get those bottoms clean; - Get those sheets renewed; - Get those sails sweated up and out -- and, last but not least, get out, and sail in as many club races as possible -- Get out, and race hard! Then, and only then, will you be ready to meet the visitors when they come around challenging our reputation. The keel boats are holding up their end, so centreboards, start now to reverse the tables. Next year, let's meet and beat all comers! Sure it takes a little effort, but when you look back on a favourable record, it makes you feel damn proud of yourself and the Q.C.Y.C.!

Thanks to everyone who answered the call on Sunday, the 10th, it was good to see the old Q.C.Y.C. spirit revived when we really need things done. Much was accomplished towards the preparation for that fateful day when we lay up our ships for another winter. For the information of those who were not present, docks were reconstructed at the southern approach to the club; the downstairs lounge was swept clear of spiders and their masterpieces; the property was cleared of debris; the new engine was lugged up to a suitable spot to facilitate adjustments; the scow is caulked ready for the water; the spar shed was mounted on butter-boards ready to be moved north about 40 ft. to make room for two new skid-ways to handle the increase in our fleet. Numerous other small chores were attended to and we are well on our way. However, there is a surplus of jobs to be done before hauling out, primarily the installation of the new winch set up and piling at the east shore of the railway. So I appeal to all sailors to lend a hand to the Marine Chairman, next Sunday A.M. There will be jobs for everybody. Please turn out. "Willing hands make light work!"

HOUSE COMMITTEE GROUSE

Bill Woodcock

The end of the sailing season is approaching and cooler weather is at hand. So, fellows, let's get down to business in the next few weeks and clean up the odd jobs we have to do around your club house. This year has seen quite an improvement in the Kitchen and dining room. We now have ceilings in the new lockers. We hope to have the new showers installed in the wash room soon. That is something that we have badly needed. This has been a big year for your club! Lots of money has been spent; many improvements have been made and many more are planned. If all of us co-operate in the good old Q.C.Y.C. manner we can get jobs done at a minimum of cost - just the cost of material used; then we will have more money left for other improvements and services. This year has held a real opportunity to get the things we couldn't afford in the past. So, boys, don't let down the only real sailing club on the lake! Let's all get out and do our share -- If you can't do a heavy job, there are light ones to be done.

EDITOR'S REMARKS

Ken Purchase

Well, here it is again: haul-out time. We really do have short summers in this neck of the woods, but it has been a full summer: 4 cruises, and one of the largest regattas ever in Toronto. We had good weather for every one, so what else can you expect! Cruise to Oshawa had about ten boats from the club. Those that left Friday night had a sail-down breeze; those that left Saturday had to be towed the last couple of miles. If I remember rightly, the only boats that finished the race home were Eleanor, Vivia, Ethel C, and Varis. The rest used power, or were towed - reason, no wind.

Cruise to Port Credit was fine both ways. A good breeze down, a buck the whole way, and a spinnaker run back. Six boats went down Saturday - Vega a Star arrived in time Sunday to start right back.

The Olcott-New York cruise had 12-15 boats, a lovely sail down breeze again. The only sad thing about this cruise was a storm blow up Sunday morning and two of our late starters had to be picked up by Freighters; broken stays, masts, etc., The return trip was one of the finest the writer has had in a long time - a broad reach the whole way back, with huge rollers 10-15 feet high, besides a good breeze which petered out about three-quarters of the way across.

Next, the Hamilton Regatta postponed; then put on again. About 8 yachts attended. This was the only stag cruise of the year. The return was marred by rain and fog but no one was sorry. Vivia was first boat back - 12.30 Tuesday morning; the others drifted in between 8.30 and 10.00 a.m. Tuesday.

Then, our record breaking regatta - 70 starters with about 25-30 visitors to swell our numbers to close to 100 yaches of all descriptions - R's, 8's - 6's - Snipes, Comets, P's Int. Dinghys, schooners, yawls, etc., etc., - 11 Divisions; I - Eights and P. Boats; II - Sixes, R's, Rhodes and Yankee 1's. III - Stars; IV - Tumlarens; V - "C" Boats; VI - Mixed Yachts; VII - International Dingheys; VIII - Gaff Dinghies; IX - mixed centreboards X - Comets; XI Snipes. Q.C.Y.C. gained 5 firsts - 6 seconds - 3 thirds. Not too bad! There were representatives from R.C.Y.C., R.H.Y.C., N.Y.C., Alexandra Y.C. Boulevard .., T.S.C.C., Ashbridges and Port Credit. Not a bad turn-out! Tommy World said that it was the finest regatta Ol' Queen City has ever had. Thanks Tommy, a real compliment, and we sure will try and have better ones after you guys in the Services decide to finish this war. About 48 Yachts tied up outside the Club house after the race and about 300 sailors and their gal friends and wives enjoyed refreshments and were present for presentation of Pennants. -- The weather, sunny - temp. 76 deg. Wind W.S.W. - 10-12 -- Total, a really swell day. The present membership of the club is high, and we are trying to get things straightened away so that our members in the services can come back to the best sailing club in Canada.

To the boys still at the Club -- Let's all get out to these work days so that our Marine Yard will work smoothly this year.

With our 62 members in the services this year, and with the hopes that they may be with us next, we should really have a good turn out.

Now is the time to begin thinking about your next yea r's board. Take it seriously! Really think it over!

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The Sahara -- The only Yacht built that can sail sideways! Ever hear of the Hamilton Trip?

"I wonder if it was something I ot?" quoth our own worthy Bob Torrance, Sunday morning, at Hamilton. "I don't feel so good."

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MORE TRUTH THAN FICTION

Ted Lill

American Marines recently landed on an Island in the South Pacific and discovered a thriving yacht club. The natives were entirely ignorant of civilization and beside belonging to their yacht club, did nothing but lead loaded donkeys around all day, with nothing but a shirt on.

In this club no one ever belly-ached about how the Marine Railway was handled. All pitched in to help on haul-out days. No one ever sqwaked about handicaps in racing and all were quite willing to help the Rear Commodore in his multitudinous duties. Everyone pitched in to help the House Committee do jobs around their club, and the House Committee Chairman never lacked assistance in carrying cases of coco-nut juice up to the kitchen.

Everyone realized that they couldn't all have the pet anchorage they would have liked. Everyone believed that they should help the Entertainment Committee put over their weekly coco-nut smashing bouts with a bang.

Everyone realized that the Commodore had plenty of work to do that they never even realized, and helped willingly whenever asked to co-operate with any club project.

Everyone felt that they should share their scanty locker space with those who had no boats even though it would make things rather crowded.

The Publicity Chairman had, sorrowfully, to turn down dozens of contributions to their Yacht Club paper, the Coconut Leaf.

Missionaries have taken the ignorant natives under their wing and it is expected that they can be civilized in a year or so.

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Installation of the loud speaker system calls to mind the famous election campaign put on by Commodore Fysho-Face years and years ago. Percy Byssho Fysho-Face was determined to become Commodore in the reign of Commodore Doggs-Bodye and after the P.A. system was installed decided that it was the ideal medium for so doing. He hired several good loud voiced members at one beer per call and all day the club premises resounded with calls such as, "Mr. Fysho-Face wanted on the telephone", "Mr. Fysho-Face, Mayor Hoppla wants you on the telephone", "Mr. Fysho-Face, the Brewery is on the line to say they will let you have ten cases wholesale."

Mr. Fysho-Face won out against Commodore Doggs-Bodye by a majority of three votes at the next annual election, and thus was Commodore the first time the septic tank overflowed.

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The locker situation has improved to the extent that only several boat owners are now without storage space. With winter drawing on it is imperative that boat owners without locker space have some place to store their boats and gear during the winter. You are asked to offer use of your locker for storage purposes during the winter for a small boat if you have space available. If not enough offers are received, you will be approached and asked to co-operate. A list will be posted on the notice board, and if you can store a centre-board boat for the winter, please put your name on this list.

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Grudge Day Races were instituted some years ago. This is traditionally the day after Trophy Night. The idea is that this is the last racing day of the season and you can challenge anybody to race and thus settle in your own mind the question as to whether 'you wuz robbed'. The challenge is usually for a case of beer or some such other nick-nack. Some interesting contests have taken place in the past with surprising results. Commodore Doggs-Bodye once won a two-way stretch elastic girdle (two sizes too small) in a race against the Onion. The significance of the award was due to the fact that the Skipper of the Onion never gave way on a port or tack. The Onion was later lost with all hands, and a case of Seagram's V. O. during a meeting of Lake Sailing Skippers.

A word of caution should perhaps be added here. It is customary to challenge boats in your own class. Races between eight meters, six meters and R boats against Snipes, generally end up in the skipper of the Snipe paying the shot ... and the crews of large yachts require many more shots than the crew of a Snipe.

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GRUDGE RACES - SATURDAY, September 23rd

TROPHY NIGHT AND DANCE, Saturday September 23rd, 1944 - Come one, come all, for Last Organized Dance this Summer. Mark Goldie's Band.

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WORK DAY, Sunday 24th - We have the Spar Shed to move, so let's all get out!

RESULTS 1944 RACING SEASON

FIRST DIVISION

			Points
Midweek Series	- World Bros. Trophy	- Scintillante	52
Round Island Series	- David Smith Cup	- Scintillante	18
Club Championship	- Scintillante	- 89 points	
	Vivia II	- 76 points	
	Eleanor	- 35 points	

SECOND DIVISION

			Points
Midweek Series	- Downward Cup	- Vega	69
Round Island Series	- Mervin Armstrong Cup	Cherie	22
Club Companionship	- Cherie	- 105 points	
	Vega	- 102 points	
	Valhalla	- 93 points	

THIRD DIVISION

			Points
Midweek Series	- Commoford Cup	- Bryce Gain	85
Round Island Series	- Dodd Trophy	- John Lapp	19
Saturday Series	- Sunfish Trophy	- Bryce Gain	29
Club Companionship	- Bryce Gain	- 131 points	
	John Lapp	- 115 points	
	Doug. Keary	- 95 points	

Laurie Muir Trophy - Best Tumlaren - Valhalla

Oshawa - Toronto Race - Georgina

Challenge Cup - Vivia II

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INTERESTED IN THE STARS CLASS?

By way of the grape-vine I was surprised to learn that there are two "Stars" for sale at the R.C.Y.C. I understand the price is quite reasonable. Anyone interested in this class should contact Ray or Vern Latremoulle to find out the finer points of the Star Class. I think they know quite a few now as their performance will show. For information about the boats, get in touch with Mr. Elkington, Sailing Secretary at R.C.Y.C.

SNIPE HULL FOR SALE $150

At St. Catharines there is a new hull that the owner wishes to sell; she needs sails, spars, rigging.
If you are interested, call Al. Rae, WA.0065, evenings.

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There's a stag coming up soon.

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Mahaffy is looking for a motor. Going to convert Vanis to a cruiser.

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Still using ferry!

It has been noted of late the great number of members that can make themselves scarce, when someone whistles from the T.T.C. dock for a boat. Some day you might like a boat to help you across the lagoon, so don't run. If you're handy it doesn't take too much energy to row across.

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There's going to be lots of work to do in the yard this year, so don't renege. Let's help get the yard fixed up. It will really be a fine one, with the new set up.

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* The "Lillian" goes in the water this fall. Every year we get closer to having a club tender! Boy! About 1949, we're really going to have one.

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Diana and Nutmeg are for sale. Information contact R. H. Y. C.

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16' Crowe Dinghy - for information phone MOhawk 7484 -- Ken Purchase.

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