

The Clipper



MAY 1971



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Sailboats are for Sailing

At last the '71 sailing season is upon us. Everybody seems to agree that this has been an inordinately long winter. We were fortunate indeed to have got such lovely weather on the Easter weekend. This had the effect of getting most of the sailors out to work on their boats and thus, make up for the time lost through the previous weeks.

By the time this is printed many of the boats should be in the water and those which are not, should be very nearly ready.

Having slaved to get your craft ready, it is now important that you get the maximum possible pleasure out of her through the coming season.

If you plan your season, or at least have some conception of how you are going to spend your sailing hours, chances are you will spend more time sailing and less time just sitting around till the late afternoon, then wondering where the day has gone.

This year the club cruising program will be even better organised, and for those who enjoy this type of sailing, these cruises offer enjoyable relaxing and sociable weekends. If you go on all, or most of them, you will have logged a lot of miles and hours in your boat by the time the season is over.

Of course, to many people the only real sailing is competitive sailing. To the hard nosed "racing only" man, those of us who like to cruise are looked on as some kind of strange animal, not as bad as stink-potters, but definitely not sailors. The "racers only" are, of course, a minority. They are fiercely dedicated to the sport and spend an enormous amount of money and time in the pursuit of perfection and flags.

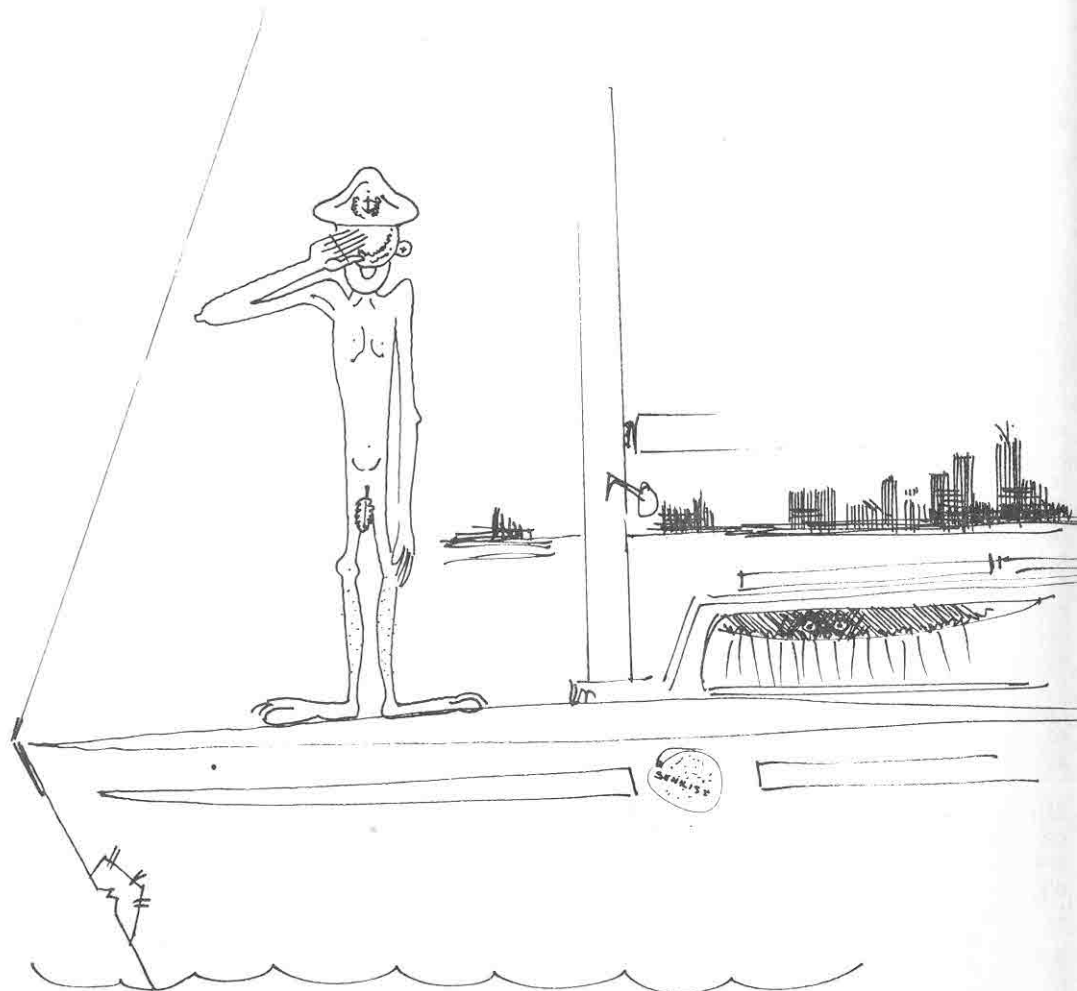
Racing on a more casual basis however, has much to recommend it to the "family sailor". Man is by nature a competitive animal and the MYRC races are an ideal outlet for that competitive spirit. Also, sailing in a race definitely polishes up your seamanship and boat handling. If you are going to sail you may as well do it to the best of your ability, and racing makes you do just that.

The "Clipper" suggests that if at all possible, every skipper enter at least one race this year. You will be surprised what it teaches you and what fun you have doing it.

"But I don't have a racing boat" you say. That may have been true last year but chances are it is not true now.

Elsewhere in this issue there is an article about the new LOR (Lake Ontario Rule) rating measurement. With the passing of CCA ratings, the LOR will come into far more extensive use, especially in the MYRC Saturday Regattas.

Check with the Rear Commodore to find out whether or not your boat needs to be measured, (some classes need not be). A certificate is inexpensive to obtain and virtually any keelboat thus becomes eligible to compete on a fair handicap basis. Have your boat rated and go out and be part of a yacht race . . . that's right, a yacht race.



*"THE SAILPAST WILL NOT BE A 'DRESS' AFFAIR
THIS YEAR"*

MOORINGS REPORT

Further to my comments regarding the current mooring situation printed in the last issue of the Clipper, I now have the following to report.

Due to the seriousness of the problem your Board of Directors has made the following decisions:

1. As of April 18, 1971 and until such time as the total mooring application list does not exceed 15, any applicant for mooring privileges must be a resident club member for a period of not less than one full year.
2. A fair point system has been set up to establish position on list and put into effect as of April 18, 1971.
3. A section at the top end of the list is to be set aside as a "safety zone". Once an applicant reaches this section he cannot be passed by someone who has a greater number of points.
4. A line is to be drawn through the existing list under this group and all other applicants are to be subject to the point system.
5. A complete review of the mooring regulations is being made in an attempt to curb any future problems which may arise due to outdated or obscure rules.

There are a great number of details still to be worked out, but at this time I can give you an idea what we are working toward. The new system will be based on the following:

1. The total number of months of club membership (other than non-resident)
2. Date of mooring application
3. Number of months of keelboat ownership, subsequent to date of mooring application
4. Special services on behalf of the club.

Now, before any arguments from dinghy sailors, let me explain. Keelboat ownership is specified since a person with a keelboat is forced to maintain a mooring outside the club and arrange private haul-out and launching. For example, a 30 ft. boat will cost about \$500. per year, not including club membership. In addition to this, he does not have the enjoy-

ment or convenience of using the club facilities, whereas a dinghy sailor can for \$30. per year plus membership fees apply for a mooring and wait until he is close to the top of the list before he buys a bigger boat.

I repeat, at the time of this writing a lot of discussion and many details are still to be worked out, so please don't phone me asking how many points you have or you don't like this or that. When all details are worked out they will be printed.

On to one of the few parts of my job where no one will call me names - so far this year I have been able to inform seven people on the waiting list that we can accommodate them in 1971. However, this still leaves 21 waiting for a spot. If anyone is planning a holiday of a couple of weeks or a month these fellows, I am sure, would appreciate using your mooring.

A name and location map of the mooring area is currently being made up and will be posted in the lobby, I hope no later than Sailpast.

Just in closing, let me remind you that unsatisfactory mooring lines and equipment will not be tolerated. I would sincerely like to see a full season go by without damage caused by some member's laziness or carelessness. Surely I have stressed heavily enough the importance of good lines, but it seems that some people just don't care. In taking my first look at lines a couple of days after first launching weekend I was disappointed in some members who should know better. Let's get off to a good start this season and shape up.

To those people on the waiting list who have not been assigned a spot this year and are near the top, all I can say is we are working on it. As soon as anything comes up you will be informed.

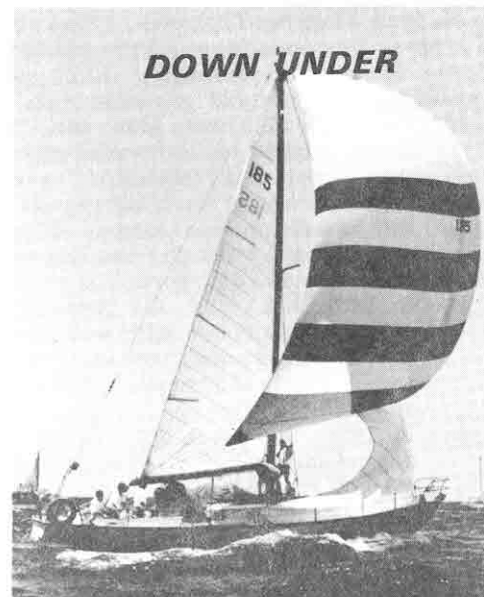
D. Roe,
Mooring Chairman

PLANNING

The report of the Planning Committee for May is short and sweet - sweet we hope to the ears of the first 20 members on the waiting list for lockers. Permission has been granted by Metro Parks, and a Building Permit obtained for an L-shaped block of 20 units. This block will be located in the area west of the dry-sail area. Construction will start soon.

Congratulations to Dick Lee, the first and only club member who so far has taken the time to write in with a suggestion -- "that the partition between the lounge and sunroom is redundant and should be removed for it obstructs what could be a spectacular view of the city skyline". Thanks, Dick, for getting the ball rolling, and surely it will roll, for I just can't imagine that all other members want everything to remain just exactly the way it is to-day.

R. C. Lister,
Planning Chairman



Those of you who knew Wally Cavill as a member will be interested in the boat he is now sailing in Australia.

"Janzoon II" is 42' x 12' x 11 tons. Built '61 of glass, Wally claims "She don't leak."

Letters to the Editor

"Letters to the Editor" should be addressed to;

Hugh B. Fiddaman
Editor, "The Clipper"
87 Rumsey Road,
TORONTO 17.

Dear Sir;

Many, perhaps most, of the QCYC dinghy sailors must have found difficulty in recognizing themselves in the picture painted in Dwan Basdeka's letter in the April issue. But once having read the assertion, "Lake Ontario is no place to pleasurable day sail or cruise centreboard boats.", they would be less inclined to accept the arguments that followed. The statement must have brought a wry chuckle to those who learned their sailing on the shores of the North Sea.

Racing is only one part of dinghy sailing and for every sailor who races a 14' dinghy there are at least three others who sail for sport and pleasure. I like riding horses but I don't feel the need to jump at gymkhanas or race at Woodbine to enjoy the sport. So too with dinghies. The unwinding joy of singlehanded into the lake on a hot and gentle day, a brisk sail round the harbour with a compatible crew, or a terrifying battle with wind and water when good sense dictates that I should remain ashore are all part of the delights of the dinghy. The struggle to sail well, to stay upright and dry and to return with enough strength left to lift the boat out of the water are competition enough for me but, if I want to compare my skills, I can always enter an open class race.

Yes, Mr. Basdeka - an open class race, for my dinghy is unique in the Metro area and, to the best of my knowledge, there is only one other member of the Rhodes Bantam Association in Eastern Canada. But I don't feel deprived. If I want to sail against other Bantams I need only trailer my boat to Buffalo or Erie where there are active RB Fleets, and the same holds true for other classes. A skipper who is anxious to race in his class can find plenty of competition within trailerable range, but because he is not inclined to travel he should not try to bring the competition to him by insisting on class and size limitations in his own club. The "Old classic" boat bug, the

