

The Clipper



AUGUST '72

EDITORIAL

This issue of the Clipper marks the midpoint of the 1972 season. Much of our content is devoted to comments by our Rear Commodore, Mark Loughborough.

Most important, we have in this issue comments on the daily scene so to speak from our Club Manager, Ray Lister. It is hoped that his comments will make their point. Ray's efforts do much towards making our club an enjoyable spot in which to spend our leisure time.

We have had very few letters to the editor during the season. We do, however, invite members to offer their constructive criticism and we look forward to members' comments in future issues of the Clipper.

LOCKER LIST

The following list of names are in order of date received for application for a locker.

If you have previously applied verbally you should apply in writing to the Vice Commodore.

1. J. Clemmer	Feb 25, 1971	11. W. Jackman	Nov. 4, 1971
2. J. Bradley	May 8, 1971	12. B. Gilcrist	Nov 14, 1971
3. J. Lye	May 8, 1971	13. B. Weatherhead	Nov 16, 1971
4. R. Ried	July 1, 1971	14. J. Vansickle	Dec. 2, 1971
5. S. Morris	Aug. 6, 1971	15. W. Boyce	Apr. 14, 1972
6. D. Sturgess	Aug. 24, 1971	16. R. Cameron	Apr. 17, 1972
7. G. Pincee	Aug 28, 1971	17. J. Kerschner	May 8, 1972
8. G. Isbister	Aug 30, 1971	18. M. Blankstein	May 8, 1972
9. D. Reid	Oct 20, 1971	19. Eric Spratt	June 28, 1972
10. R. Hopkins	Oct 25, 1971	20. Marshall Cohen	July 25, 1972

RACING RULES, TACTICS AND
CRUISING COMMON SENSE

The new style Wednesday night racing, based on handicaps seems to have produced consistently excellent turnouts. Two of the three objectives mentioned in my March article have been achieved. The third, that of making the flags and trophies more worth winning is, in Division III, still debatable because so many boats are still not measured. Peter Brooker and Ron Magga are willing and able to measure your boat and if you don't want the rating for races outside the Club, it will cost you nothing and will cause you very little inconvenience. Please refer back to the March Clipper.

Most of you who are not flying Division flags from your backstays are making it a bit difficult for the race committee. It is much easier to record your time in the right place if you have a green, black or yellow flag flying denoting Division III, IV or V respectively.

One of the fascinations of racing is the rule book and the close quarter sailing you do on a short course makes the rules extremely important, not only to peoples safety but for working out your own tactics. There are many books on the subject but the one I find handiest is Elvstrom's small green book containing the rules and excellent comments on them. Something like \$3.00 I believe.

Word has been getting about the Club that some boats are sailing across the lake with inadequate safety equipment. "Adequate Equipment" is a matter of the skipper's judgement but the following list from the CYRA of Lake Ontario general instructions may be a good basis to work on. It was worked out by local sailors and most of the items are common sense.

Seaworthiness and Safety Regulations:
Yachts racing in events sanctioned by C.Y.R.A. must carry the following equipment, the amount of equipment being governed by the length of the yacht and nature of the race, as specified below:

Daytime (Editors note)

1. Recent copy of C.Y.A. or N.A.Y.R.U. Race Rules.
2. At least one government-approved life preserver for each person on board. It is recommended that these or other suitable lifejackets be worn during periods of inclement weather.
3. Fire extinguishers in compliance with government regulations or as follows: Yachts under 40 feet - one gallon of foam or 4 pounds of CO2 gas or 2 pounds of dry chemical. Yachts 40 feet

to 65 feet - two gallons of foam or 8 pounds of CO2 gas or 4 pounds of dry chemical.

4. Gasoline tanks and engine rooms must be properly vented and a bilge blower must be installed if the engine or gas tank is located in the main body of the yacht. Heating and cooking equipment shall preferably be of kerosene or alcohol type, but if propane, storage tanks must be located on deck.
5. Manual bilge pump commensurate with the size of the yacht and in proper working condition.
6. At least one 10-quart rigid pail.
7. One anchor suitable to the size of the yacht with anchor line at least 100 feet in length.
8. Suitable fog horn, additional canisters if of freon type.
9. Properly installed, adjusted compass.

Note: Above equipment (items 1 to 9 inclusive) required for all course races; open regattas, etc.

Nighttime (Editor's Note)

10. Up-to-date chart of Lake Ontario and detailed charts of waters in which race is run, and Light Lists for both Canadian and U.S. sides of Lake Ontario.
11. Adequate navigation equipment. It is recommended this include a chart table, parallel rules, dividers and several pencils.
12. One life ring equipped with a water light and a whistle. The life ring should be located handy to the helmsman. It is recommended it be of the horseshoe type - yellow, orange or red in colour and have a drogue attached.
13. One flag (pole with float attached, ballast on bottom and top, so constructed that when floating the flag will be minimum of 3 feet above water). It should be installed handy to the helmsman and in such a manner that it can be quickly freed.
14. Side lights visible one mile in clear weather from dead ahead to two point abaft the beam and a 12-point stern light visible 2 miles in clear weather. Side light must be so located that no sail will interfere with their visibility regardless of angle of heel. Batteries must be adequate to illuminate lights for a minimum of 24 hours.
15. Small waterproof lights, suitable for wearing by attaching to outside of clothing, one for each member of the crew. It is recommended that these be worn at night.

16. Safety belts (harnesses), one for each member of the crew. It is recommended that these be worn by all on deck during periods of inclement weather.
17. First aid kit including instruction book and sufficient supplies to cover all ordinary contingencies, including severe burns, on an emergency basis.
18. Suitable reefing gear for mainsail and a small genoa or storm jib. These should be capable of withstanding strong winds and capable of moving the yacht to weather in heavy seas.
19. Minimum of 3 good flashlights, one with 3" lens for signalling, plus spare batteries.
20. Minimum of 6 hand flares and 12 aerial flares. The latter should be of a type that can be ejected by Very pistol or other means to approximately 250 feet altitude to produce 10,000 candlepower for at least 10 seconds. They should be stored in waterproof containers.
21. Suitable radar reflector.
22. Depth finder and/or lead line.
23. Rigging cutters of adequate size to sever any of the ship's rigging.
24. A second compass, preferably a hand-bearing compass.
25. A second and preferably larger anchor with at least 200 feet of line.
26. Either (a) a fixed system of stanchions and lifelines with pulpits where necessary to provide a guard wire or rail at least 24" above deck and a second line at about half that height, both being substantially continuous around the periphery of the deck.

or (b) a long longitudinal lifeline or a system of lifelines to permit reaching the full length of the yacht without needing to detach themselves therefrom. The design and construction of all parts of the lifeline system in either (a) or (b) shall be adequate to withstand the weight of a man suddenly thrown onto the lifeline, stanchions or pulpits.

Finally, I was asked to name a few books on sailing. For what it is worth, my most referred to books have been The Elvstrom which has already been mentioned, Ted Well's Scientific Sailboat Racing and Hiscocke's two books Cruising and Voyaging Under Sail. Of more value than all of these is a scrapbook put together over the years of the best magazine articles.

CHANDLERS CHORTLES

OK, you people who say you never know whats happening. During the month of August there will only be one function and that will be August 19 when the newly formed Matilda Class Association of Canada will be holding their Regatta at the Club. There will be a film Friday Night and a dance on Saturday. Come and join the Matilda Kangaroos.

The next big dance after that is September 2nd, featuring The Common Bond, the group we all know and love. This dance will be for the Thunderbird Regatta which will be hosted by Q.C.Y.C.

September 16 we have the Queen City Regatta and this is a must. The one after that... September 23 again with The Common Bond, September 30 a disc jockey dance again. This is a Saturday night affair. More word on dances during October later on. So there are the dates - Come out and be a part of the gala affairs.

SAILING INSTRUCTION

As mentioned briefly in a recent newsletter, sailing instruction is available for those interested from the junior club instructors. This would be on the basis of two evenings per week at a fee of \$40 per month. Good interest has been shown to date. Enquiries can be directed to Ray Lister or Greg Cockburn, the chief instructor of the Junior Club.

CUSTOMS CUSTOMS

Early in July we were informed by letter that yachts returning from the United States or American boats entering Canada would report to customs at the Toronto Island Airport, an officer being on duty 7 days a week from 8:00 a.m. to 10:00 p.m.

The existing mooring facilities in the area of the seaplane base are inadequate and for this reason check-in can be done at either the airport if mooring is available or at pier 51.

The Toronto Harbour Commission are making the necessary modifications to the airport moorings and will be erecting two large signs at the airport to indicate where the check-in area is. Once completed, all yachting enthusiasts on Lake Ontario and in Western New York State will be advised.

POP ON THE DOCKS!

A new vending machine has been installed on the dock dispensing cold Pepsi-Cola and Orange Crush at 15¢ a can. Use a nickel and a dime, or a quarter - but never put in two dimes. The machine makes change for a quarter, but it won't work with two dimes. Parents might caution children against feeding pennies and pull rings into the machine.

