

Queen City Clipper

JAN '74



LETTERS

Q.C.Y.C. Clipper:

Dear Sir:

It has been gratifying to see the increased interest in both club racing and the more formal events, with more and more of our club members participating, the last couple of years. This, I believe is directly due to the efforts of the board and specifically Mark Loughborough. Unfortunately, while the desire is there, the skills of many, maybe most, need honing. The general situation is, three, maybe four, leading the pack each race, with the main bunch coming up behind, and then the tail-end charlies. There is jockeying in the three groups but seldom do any move up the ranks. It is with this in mind that I would ask the Sailing Committee and the racing members to consider the following proposal: a series of racing clinics These could be held Sunday mornings, ideally, early in the season. I suggest four consecutive Sundays, starting at 10:30 on the line. The location, outside the harbour just off Wards' Island. I'm sure that the Club could enlist the talents of people like Heider Funck, Hans Fogh,.....and others to come out, observe, recommend and do critiques on starts, covering, tacks and points of sailing. After the hour or so of "in the fields" practice, back to the club house for the discussions and examination. Both novice and expert would benefit. Then, after this expert tutoring, Queen City would unleash a powerhouse on the M.Y.R.C. regattas. All hail the conquering Q.C.Y.C.!

Sincerely,

George R. Chandler.

Fleet Captains Comment.

Here's to a happy new year and good sailing in '74. Is there any better way to begin a new season?

Over the last few weeks many things have been happening, elections, committee meetings, parties, work parties - who said Queen City was a summer club?

Congratulations to Peter Broeker (likely) the first "BRRR" ice boater in the Toronto area (my apologies to the first if it was not Peter).

Congratulations also to the several Queen City members who are members of the Water Rats, these are the (_____) people who sail all winter in the outer harbour.

True Queen City spirit was shown shortly before Christmas when a good number of members arrived on the sand-bagging scene, a lot of hard work went into the effort to eliminate expected high water erosion in the spring.

The new boat, now finished except for final touches and equipment additions is tarp covered and laying on a trailer waiting for spring and warm weather.

Many suggestions have been made regarding a name for the new boat - two of these are:

- (a) Queen Bee
- (b) Harold B. Robbins

Harold Robbins as most members will be aware is our honourary Commodore and has been for several years, with many years of active membership, on and off the Board, serving as Commodore for five years. We owe a great deal to Mr. Robbins, who many years ago came to the clubs rescue when a series of financial matters became of great concern to the club. The fact that we have a club today may be due to his assistance and guidance.

The name Queen Bee is an effort to have a name which will be similar to the Algonquin Queen also the fact that it is a work boat i.e. - BEE.

Comments regarding the above are welcomed.

It is my wish to have another harbour license acquisition program this season similar to that of last year. Last years program was a success worth repeating. More infor. to come in later clippers.

I have just had the pleasure of having a meeting with several members of the dry-sail area. Many ideas and problems were discussed, although impossible to solve all problems at one sitting it is obvious that a lot of effort is being put forth in the right direction. '74 looks promising.

Queen City saw many good things last year as well as many - not so good.

The Clipper is your forum - let's hear your arguments - suggestions - complaints. Write to The Editor, if your suggestions or argument is well founded, you will be supported, if not, you will be "keel-hauled" so to speak.

See you soon,

Don Roe.

New Proposed Members.

Dennis Eric Hywarren - Crew Member
40 Cababob Court, Apt. 101,
Agincourt,
V.T.R. Operator. ✓

Clifford A. Tutt - Senior,
3212 Victory Crescent,
Mississauga, L4T 1L9
Sales Manager. ✓

Terrence Osborne,
21 Wexford Blvd., ✓
General Manager.

Jean Pierre Doirin - Senior,
33 Eastmount Avenue,
M4K 1V3. ✓
Personnel Officer.

Don Coulson is attempting to form an entertainment committee of two or three persons, including at least one gal. Please give him a call at his office: 447-8541, or at home: 486-8059.

Help make 1974 a great social success - give him a call now.

Dinghy Sailors Organize!

It all began on a hot, humid day at the beginning of last summer. The dry-sailors got together to tote a load of paving blocks from the mainland to the club. During the next couple of weeks there was a lot of back-breaking work laying these blocks.

The boys who worked together began to drink together - and discuss mutual problems. It was decided there should be some kind of formal association to do the work of today and plan for the future.

On December 12th, a group of dry-sailors got together at the Lash Miller Building at the University of Toronto.

It was a general bull session: An assessment of what has to be done to get the boats into the water as early as possible and with as little trouble as possible.

No major decisions were taken, but a number of problems were discussed. Among the topics - plans to fix the launching ramps and the possibility of extending them. This would appear to be possible only by moving the work boat to a new location.

The "Star" sailors have been having difficulty with the launching crane: Can it be replaced? Can a winch be installed for helping launch the heavier dinghies?

Can the club increase the number of lockers? What size should they be? Can bumpers be put on to the steel wall? If the water levels are as high as predicted in 1974, more concrete blocks will be needed. The power lines at the west end of the dry-sail area could prove hazardous. Can they be moved?

There are a lot of questions. But none of them are unanswerable. There's a lot of professional expertise among club members, and all good sailors are expert scroungers. So the dry-sailors are hoping to achieve a great deal in the next few seasons.

The one thing that was done at the December meeting was the election of a group to organize future sessions and keep things organized. John Clemmer was named chairman of the group: George Schmid will head up the planning committee: Ken Deeley is the Moorings Representative: with Rivanne Sandler looking after the social side of things: Ron Mazza will be the competitions chairman and Tom Egan is the secretary.

They'll all be meeting again on January 23rd at 7:30 p.m. - at the Lash Miller Building. That's on Wilcox Street between

College and Hoskins, east of St. George. The committee will attempt to contact all dinghy sailors before that meeting. If that contact isn't made - turn up anyway at 7:30 p.m. - Room # 128.

History of the John Welsh Trophy.

Dear Jim:

I must apologize for not having sent a note off to you sooner, but I have been on two week's vacation.

Again, I would like to congratulate you most sincerely on winning the John Welsh Trophy. It gave me great pleasure to be able to present this trophy to you, particularly as you are a young, up and coming sailor. This would have pleased my husband immensely.

I had promised to send you the history of the trophy, and here it is, as I read it at the yacht club:

"John was a founder and past commodore of Ashbridge's Bay Yacht Club, maintaining his membership there for many years, even after coming to Queen City - of course, the reason for the change was the shallow water at Ashbridge's.

"Always having a close tie with both clubs, as many members did in the past, the original purpose behind the John Welsh Trophy was to encourage team racing between the two clubs.

"Ashbridge's had many Comets in their fleet while Queen City had many Snipes, thus it was decided these two classes would compete.

"There was a series of weekend racing whereby Ashbridge's would send 4 Comets down and Queen City would enter 4 Snipes. The races were held in Toronot Bay, sometimes the boats were traded - usually, Queen City were the winners.

"In recent years, the cup fell into misuse, only because these two classes were not so popular.

"It has been decided that the cup should be put back into use and rededicated to another racing field. It is being awarded to the Queen City sailor with the best showing in MYRC regattas during the year."

That, Jim, is the history of the cup and, again, my congratulations and much success in your future sailing.

Sincerely,

(Mrs.) Opal Welsh.

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For more information phone:

John Lister - 444-0652.

Hugh Loughborough 221-2117.