

**The Queen City Yacht Club**

  
**Clipper**

**SHELLBACKS CLUB  
PRESENTS:**

*The  
Toronto Boat Show  
Dinner*

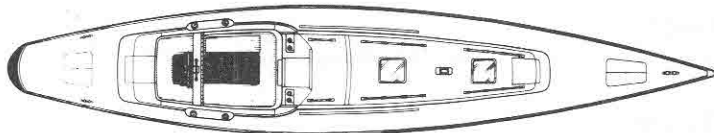
Tickets 364-7495 Ext. 35 Chuck Petersen.

**6:30 PM**

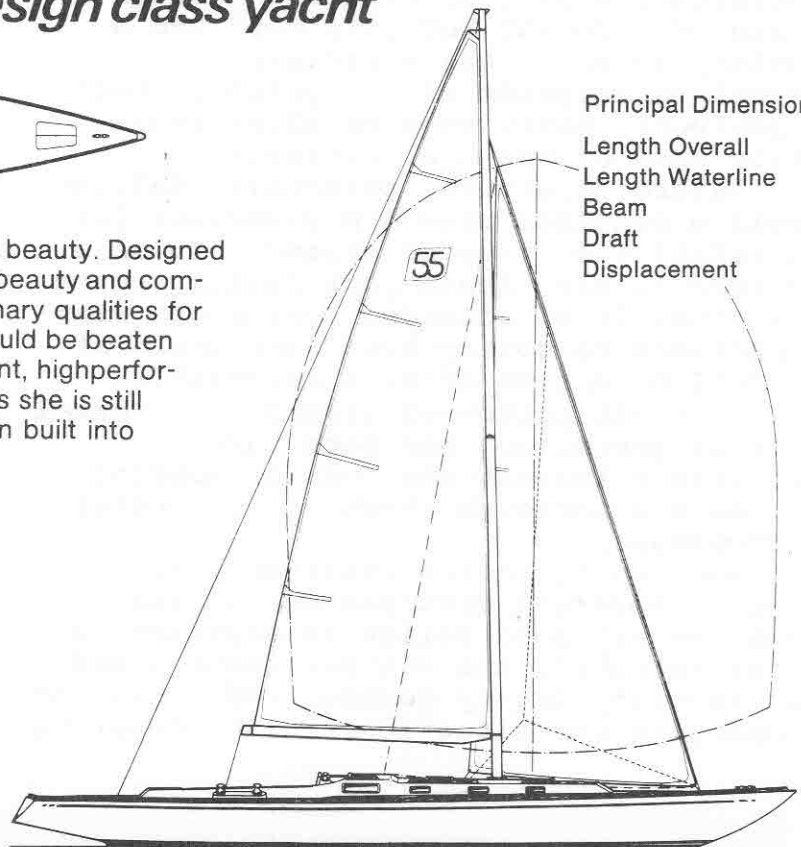
**JAN. 16**

**The Swedes have come,**

*A new, very fast one-design class yacht*



Look at her lovely lines. She is truly a classic beauty. Designed to give the utmost in speed, maneuverability, beauty and comfort, the Swede 55 is a yacht with extraordinary qualities for both cruising and racing. And though she would be beaten on handicap, she offers the thrill of an upfront, highperformance racer in a luxury cruiser. Nevertheless she is still a family boat and ease of handling has been built into this yacht.



**Principal Dimensions**

Length Overall	52.5'
Length Waterline	39.0'
Beam	9.7'
Draft	6.5'
Displacement	226 ft. <sup>3</sup>

**Beware The Hijacker**  
**TAKE CAUTION TO PREVENT MAYDAY**

"Recreational boaters should be aware of the possibility of hijackings and acts of piracy in the Caribbean, the Gulf of Mexico and in remote water areas of the western Atlantic, advises the Coast Guard.

While the incidence of known or suspected hijackings have been relatively small in the past six years -- only several confirmed cases and less than 50 others suspected -- the possibility does exist.

Most of the actual hijacking incidents have been carried out by persons who came aboard with the vessel operator's knowledge and permission.

Protection for vessels and crews on the high seas and in remote or out-of-the-way places is difficult to insure and is primarily dependent upon the alertness of vessel operators. However, there are certain preventive measures that can lessen the chances of a hijacking.

1. Vessel operators should know the crew and passengers. Insist on positive identification of U.S. citizens through the use of a Social Security Card and a secondary ID which has a picture or physical description of the person. Check the passport, entry visa or alien registration card of non-U.S. citizens.

2. Before departure, personally deliver or mail a complete crew and passenger list to a relative or trusted friend. It is a good idea to also leave your sailing route and a schedule of intended port stops with instructions to notify the Coast Guard if you fail to arrive after a reasonable time. Let all personnel aboard your vessel know this precaution has been taken.

3. Before leaving the dock or mooring area, make a thorough check of the vessel for stowaways.

4. When going to the assistance of anyone in apparent distress during the voyage, as any good sailor is expected to do, try to notify the nearest Coast Guard radio facility or any coastal radio station and describe the situation. While preparing

the render assistance be alert to any unusual situation and be wary when the apparently distressed person or persons insist on boarding your vessel.

5. When departing on a foreign cruise from a U.S. port, consider taking the time to clear with the local Customs agent. This is not required of a pleasure craft, but it is a good idea. In addition to providing the complete crew manifest list, on a Customs Form 4455, all firearms, high-value personal and portable vessel equipment, etc. Retain a certified copy to save trouble in foreign ports and in clearing Customs on your return to the U.S.

Even though the chances of a vessel being hijacked are relatively small, instituting the above measures makes good sense. Don't risk the loss of your vessel -- or your life. "

- Go Boating, Nov.77 -

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CHANDLER'S CORNER...by george

THE SWEDE 55 IS COMING TO TORONTO!!! This great, sleek, 52 foot exciting sailing yacht will be the "Queen" of the Toronto International Boat Show for 1978. She arrived in Montreal Dec. 16 and then to Toronto to prep for the show. The SWEDE 55 will be represented in Canada by McVay. President of McVay, Bob Graham, was so impressed with the vessel when he saw an advertisement in Sail that he decided to fly to Sweden and try to arrange to sell them in Canada. The builders were caught up by Graham's enthusiasm and agreed. McVay will display their other lines along with the SWEDE; the MINUET, an eighteen footer, the twenty-three foot BLUENOSE and the MIC MAC, a twenty-six footer. These boats will certainly compliment each other being classic designs. One little aside,- your most likely finding out about this first here in the good old Clipper..... The annual General Meeting went off well. Despite the terrible weather around seventy senior members made it to exercise their vote. Few changes were made to the board of directors. TOM TOMBLIN was returned as Commodore, LEN CANHAM remains Vice-Commodore and MARK LOUGHBOROUGH stays on as Rear-Commodore. DIETER HEINS was elected Fleet Captain replacing Don Stagg. DAVE TOMS and WILF FERDA Treasurer and Secretary retained their positions. House Chairman went to BARRY HARDY, who moved up from Entertainment. RON FISHER will begin his first year on the board as Yard Chairman. Another new member to the board is GILBERT SPEIGHT who takes on Entertainment. Moorings remains with last year's Chairman, JIM TILKER. DOUG MILLER will continue on as Jr. Club Chairman and HARRY ALTMAN as Planning. The position of Membership Chairman will be filled by BERT BARRACLOUGH and Publicity remains unchanged..... Try to get over to the club during the winter months. Regular checks on your boat

and locker will give you peace of mind. The club has coffee and sandwiches available plus a warm room on week-ends so come over and yell at a squirrel##... .. Remember not to leave heaters on and unattended in lockers or on boats..... This being a very busy time of the year, this issue of "THE CLIPPER" is short and sweet. May you all have a Happy New Year and great sailing in 1978.



WEATHER SAILING BAN WRONG,  
INQUEST TOLD

A member of a sailing association told an inquest yesterday into the deaths of three Toronto residents on Lake Ontario that forcing some sailors off the water with weather warnings would be a crime.

"I would say there should be absolutely no controls to stop boaters from going out in certain weather conditions," said Dr. Douglas Creelman, a sailor for 10 years and publicity officer for the Shark Class Association.

He told the coroner's jury at the hearing into the deaths of Dick Woudenberg, 46, his son Sean, 6, and Emile Vautier, 48, that "when small-craft warnings are up for bad weather it's our (Shark sailors) best sailing weather. It would be a crime to forbid us the pleasure."

It would be "almost impossible to enforce who could go out and who couldn't under certain conditions," Dr. Creelman said, and whether to sail should remain a voluntary decision based on warnings issued from the weather office.

Although he enjoys sailing in rough weather, he said, he "would not have gone out on that day for pleasure - only for a scheduled race."

Sean Woudenberg drowned near Hamilton during an outing with his father and a friend from Toronto's Ashbridges Bay Yacht Club on Sept. 24. The three were in a Shark-class sailboat, a craft about 24' long.

The boy's body was first sighted Sept. 26 at Sioux Lookout Park by Margaret Lyons of Burlington, who notified police. The bodies of Mr. Woudenberg and Mr. Vautier have never been found.

"A person doesn't have to show a certificate of competence at sailing to buy a boat in Toronto," Dr. Creelman said. Later he added that Toronto Harbor Police require a person to obtain a licence to operate any boat with a motor, including Shark sailboats, and that this ensurese a knowledge of rules of the water and "some small degree of competence."

Another reason that boat owners may seek certification as sailors, he said, is that insurance companies offer better rates for life insurance to those who have taken accredited courses.

Dr. Creelman, who sailed an overnight race on Lake Ontario into the morning of Sept. 24, described the weather conditions that weekend as "some of the roughest I've seen -- even in my experience in sailing the Atlantic."

He said winds were blowing from the east, "gusting up to 30 knots, and at time reaching 40." From his experience, he said, when winds blow from the east on Lake Ontario, "you can almost always expect a storm."

Dr. Creelman said waves were 10 feet high and "about a half a mile out off Oakville Harbor the waves were even steeper -- breaking over the boat."

- Globe & Mail, Toronto -

