

# The Clipper

APRIL, 1977

## COMMODORE'S COMMENTS

Mr. Murray Darragh has been hired as our tender driver. He will be a welcome addition to the staff.

In connection with the C.N.I.B. training of sailors, there is a tentative date of Tuesday, May 31 for dockside orientation. On the water sessions are for four consecutive weeks starting Tuesday, June 7.

Mr. D. Banford and Stan Jones have offered their time and boats for this project. If any other members are interested kindly contact the club.

Gord Proctor and Gil Callingham have become honorary members.

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## FOR YOUR CONVENIENCE

The club office is now open from 10 - 4 week days and from 10 - 2 on Saturdays and Sundays.

Members wishing to purchase or pick up function or bar tickets, pay accounts or to phone the club office, are requested to do so during the hours noted above.

## SAFETY TIP OF THE MONTH

As we get going once again in preparation for launching, electrically-operated power tools will be appearing. Faulty power tools and ungrounded cords are a hazard which can and have proved lethal.

Electric drills and sanders which exhibit excessive sparking or run erratically, should be checked by a qualified repair man.

A smooth bottom is of no use to a dead sailor.

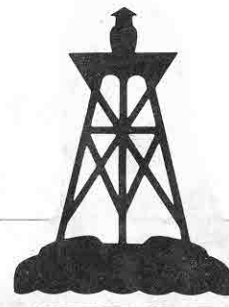
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## NOTE FROM THE HARBOUR COMMISSION

This is to advise that aids to small craft navigation will not be installed in Toronto Harbour until May 14, 1977.

I wish to bring to the attention of small craft operators, that a number of the entrances into the western breakwater running between the Western Gap and Humber River are obstructed by submerged piles. Operators of small craft are advised that entrance through any but the marked entrances in this breakwater must be considered hazardous. Passage to and from the protected waterway should be made, at all times, through one of the five openings provided with navigation lights.

John M. Mann,  
Harbour Master.



## LETTERS TO THE EDITOR

Every member, I am sure, will welcome steps to establish and secure the club's financial strength. Especially when these contributions are based on a reasonable and fair evaluation of circumstances. One such step would be an equitable assessment of storage and mooring fees. Fees based on actual use. Let us look at the situation by comparing two hypothetical boats of 24x8 and 36x12 respectively.

### Summer

Assuming two feet clearance between boats, we arrive at the following width requirements:  
8 plus 2 vs 12 plus 2 or 10 feet vs 14 feet.  
The larger boat uses 40% more shore line.  
It is well understood that moorings have to be more or less of identical size to assure flexibility and to permit members to move to better moorings over the years. The large boat determines the minimum mooring width. Conversely, if the smaller boat were to determine the width, 40% more boats could be accommodated.

### Winter

Present charges are based on length plus width.

Using the same boats:

24 plus 8 = 32 feet vs 36 plus 12 = 48 feet ---  
a 50% increase.

Assuming that boats be charged for the area actually occupied, cost will have to be assessed on square footage:

24 x 8 = 192 sq. ft. vs 36 x 12 = 432 sq. ft.  
a 125% space increase.

Furthermore, if the larger boat requires 2.25 times the area, its weight is about fourfold, the latter figure affecting size of timber and hauling equipment.

Apart from these financial considerations, the time approaches rapidly when we have to decide on the question "what will be the largest boat accepted by Queen City?"

Because our haul-out procedure leaves much to be desired, we have to find better and safer methods in the near future.

Dieter Heins

To the Commodore and Members,

Since our club does not own any docks to accommodate guests, we would like to announce that any visiting club member will be reimbursed for one night's mooring at a dock owned and operated by Metro Marine Limited.

On arrival at Bronte, please present your receipt to our club manager and he will reimburse your cost of one night's mooring at the marina.

Club hours for the sailing season are:

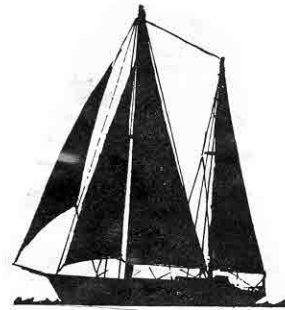
Tuesday to Friday 1600 hrs to 2400 hrs

Saturday 1200 hrs to 0100 hrs

Sunday 1200 hrs to 1800 hrs

We look forward to welcoming you to Bronte Harbour Yacht Club this season.

R.J. Gray  
Secretary  
Bronte Harbour Yacht Club



## DUES AND DON'TS

The Treasurer reports that some members have not yet paid their 1977 billing which was mailed to them in February.

Members are reminded of Clause 65 of By Law No. 1 which reads as follows:

"A member whose annual dues are unpaid after the 31st day of May in the year in which such dues are levied, shall forthwith cease to be a member of the club."

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CHANDLER'S CORNER...by george

Past Commodore, honorary member GEORGE ANNAND has married. George, a long time member of Queen City, is known up and down the lake for his years of work with L.Y.R.A. and M.Y.R.C. plans to retire from the scene and move to Montreal with his new bride this fall. . . . . DON and JANE MARTIN spent the first seventeen hours of their vacation in the airport whilst CP Air tried to repair the plane (something about a truck hitting the damn thing and/or a small fire in the cockpit...) the passengers were herded in and out of the departure lounge so many times that their film was developed, DON was overexposed and JANE got silly. The passengers spent so much time in the airport bar that after on-board drinks several of the passengers landed ahead of the plane. The joys of "school break" vacations... The ANDERSON'S announced on their return from Florida that Maid Marion is for sale and that they have ordered an Irwin 42. . . . . AL DEW was also down in Florida surveying places to keep his C&C 35 next winter. For a number of years now AL has wanted to do this and this may be the year. . . . . PAUL NATTAL (Mr. Duck) and SANDRA have moved to Vancouver. Paul is maintaining his club connection with an our-of-town membership. . . . . THERE WILL BE A SPRING GENERAL MEETING THE FRIDAY BEFORE THE ANNUAL SAIL PAST. ONLY SENIOR MEMBERS IN GOOD STANDING MAY ATTEND. . . . . Grampian 26 owners, where are you?? You have been offered your own finish in the Wednesday night races, all you have to do is get organized and what has happened so far?? Nothing. Some of the Gramps still have their winter tarps on! Think of your reputation guys. Not the one you have now, the one you could have. Or you could do what PAUL SUTHERLAND did, move up to a CS27. . . . .

Dates to remember:

- May 18 - Club Championship skipper's meeting
- May 20 - Spring General Meeting
- May 21 - Commodore's Sail past
- May 22 - Blake Van Winkle Trophy Race  
(Q.C.Y.C. host club - C.Y.R.A. event.

May 28 - Prince of Wales Cup

R.C.Y.C. host club - C.Y.R.A. event  
May 28 - New Members Night - Wine and cheese provided. Be sure to be there. New members, meet old members. Old members, meet new members. Old and new members, meet the board. Board members meet. . . . . Are you interested in seasonal parking, that will cost in excess of a hundred dollars? If so contact HARRY ALTMAN. If enough members respond, he might be able to do something. Leave word at the club if you can't catch up to the swift moving little Scot. . . . . Some reminders - all the water used in the club goes to the septic system and holding tank. Be frugal with your use of water, use basin stops, don't leave the tap running but turn it off and on when brushing your teeth, and be reasonable when showering. Using too much water unwisely is not only wasteful, it's costly, and eventually hits everyone in pocket or purse. Another point, the club doesn't have full-time washroom attendants. We all have to help in keeping these facilities clean and tidy. This is particularly so in the women's washroom. . . . . The rules on dogs has been relaxed, and they are allowed on the club grounds, BUT THEY MUST BE ON A LEASE AND DEFINITELY NOT TO BE BROUGHT INTO THE CLUB HOUSE!! If these rules are not followed it will mean the banning of pets again. . . . . With the death of TOM SWALWEL, the club lost a unique member who will be greatly missed. TOM was what Queen City is all about, sailing. Once the season started it was rare not to see him out in his old wooden boat alone, with his dog or his family. Not too many years ago he used to race Wednesday evenings single-handed and gave his competition a run for the money. He knew the bay like few others have or ever will. Tom loved the club, boats and talk of sailing. No one was more pleased for someone's new boat than he. Tom's last hours were spent preparing his boat for another season.



# MO ORINGS

Well you have to get 'em wet, winter doesn't last forever. Let's hope this season has some SUMMER and is not a repeat of last year. The water level this year could be very low creating problems for many of us, your common sense and co-operation would be appreciated. Something new this year is the mooring kits, these consist of proper chain, shackles, thimbles, wire and a length of hose for anti-chafing. One thing to look out for on your boat fittings are the chocks, frequently these are roughly designed or coarsely finished resulting in shredded lines.

As some of the numbers on the walls are out of order, the format of the mooring list has changed to a drawing of the lagoon, this may be more helpful. In the lobby will be a lagoon plan where you can request alterations to your moorings and to indicate vacation vacancies.

Over the winter, we are losing mooring equipment because tires sink, the replacement cost of these is \$40.00 - \$60.00. We are asking the help of everyone, purchase short lengths of chain from the club and shackle your tires together in the fall. This can be done when you remove your mooring lines. Most other things used in the past (wire and rope) simply can not withstand the ice.

## MOORING REGULATIONS 1977

These are some of the Mooring Regulations that were adopted at the June 15, 1971, meeting of the board of directors.

The mooring Committee shall have the right to change the location of boats and/or re-assign any mooring, having regard to particular yacht requirements or other circumstances to be in the best interest of the sailing club.

Each member is responsible for maintaining his mooring lines and gear at an acceptable standard, and is fully responsible for any damage incurred due to failure of such equipment.

The Mooring's Chairman, members of his committee, Club manager or any of his staff have the right to board any boat and at the owner's expense and risk take remedial action which in their opinion is required to avoid damage to property or injury to individuals. Neither the Mooring's Chairman, his committee, nor the Club may be held responsible for any damage which occurs subsequent to or during any action taken by them.

The Club does not accept any responsibility in any way for the construction of any boarding device, platform, jetty or other construction which may have been or may be built by a member for his own personal use.

Under no circumstances may a boat be chartered, rented, leased or loaned along with mooring privileges.

Mooring line specifications;

### MINIMUM LINE SIZE FOR DACRON

Hull Length	Line Required Bow & Stern
up to 20	requires 3/8"
up to 30	requires 1/2"
up to 40	requires 5/8"

For Wards Island side add 1/4 inch to the above. All lines must have thimbles, eye splices and chafe protection at all chocks. Do not use nylon as it will stretch out of length. Do not use poly prop or the like as it will turn brittle in the sun and lose its strength. Manilla is a poor choice, add 1/4 inch and replace every year.

I would like to say thanks to those members who have volunteered their time to the mooring committee, Paul Boudreau, Bill Eckersley, Dick Franklin, Brian Hawkins, Murray McInnes and Paul Sutherland.