

The Queen City Yacht Club

JUNE
1978


Clipper



FRONT COVER COURTESY OF HERB PITCHER
PAST COMMODORE

FLEETCAPTAIN'S REPORT

"A club or an organization is only as good as the sum of its individual members". This sentence, shopworn but true, would make a nice start for a philosophical dissertation on "The Social Behaviour Of Man Within His Voluntarily Chosen Group". I vividly remember having read such a dissertation. Since I am not able to produce equally beautiful prose, I shall drop this topic completely.

A new topic would then be "myself", your Fleetcaptain. I have every intention of fulfilling this job according to the Constitution and the direction of the Board. The following seem to come up as primary points:

- Maintenance of our vessels
- Conduct of our drivers
- Obedience of safety rules
- Support for the drivers in their job.

Some members may have different ideas about these points or rules, especially regarding the safety rules, however I intend to pursue the course as charted. The drivers will have my fullest support. Having said this about myself, I shall again change the topic.

The "Queen" is now in pretty good shape; with necessary hull maintenance to be done in the Fall. Why is she not perfect now? To keep the overall cost down, it was decided that the driver, in this case Tom Tomblin Jr., would do as much work as possible himself. Carpentry, mechanical and electrical work was to be done by skilled tradesmen. This approach would take a little longer than hiring a work force, however the savings would be worth the delay. As it turned out, some work is somewhat behind schedule. Not to be overly modest, so far everybody has done a good job and the "Queen" looks better than she has in a long time. The "Robbins" is well on the way to her original splendour, (again somewhat slowly!).

Having done all this decorating and renovating we shall keep the "Queen" restricted to her primary function: transporting people. This means -- as previously mentioned -- that bicycles, outboard motors, spars, etc., as well as combustible fluids, are not to be taken on her. To transport these 'no-no goods', we shall run the "Robbins" on Saturday and Sunday mornings at 10.45.

High repair costs and the unavailability of boats when needed made it necessary to restrict the operation of vessels to a small number of people. This means that nobody is entitled to just grab the whaler or any other boat. If you have to use one of our Club boats, please check with Peter Siskos.

Finally we are getting around to a main problem: paying for guests on the tender.

Some thoughts and facts:

Annual operating costs for the "Queen" and the "Robbins" run at \$25,800.00 for fuel and wages. \$3,000.00 for depreciation brings this to \$28,800.00

Your Board decided to charge 60¢ per guest per trip. This includes riding the "Robbins".

Refusal to pay is plain and simple theft.

Whoever feels that 60¢ is too much or that the "Robbins" is not worth it is welcome to use the Island Ferry.

