



Clipper

The Queen City Yacht Club

NOVEMBER 1979

COMMODORES REPORT 1979

This year has seen the completion of the placement and painting of the "Rapids Queen", the rebuilding of the railroad; all by the members.

The haulouts, normally done in three weeks, were completed in two; quite a change due to the efforts of the members.

The social functions were well attended by members and guests. Twice this year we were visited by over 50 American boats, which speaks highly of the popularity and hospitality of the Club. With the increase of visitors the Club will possibly have to put a time limit and fee for extra days of mooring.

I will be retiring from the Board, after nine years of service, and have seen a remarkable change in the operation of the Club, the size of boats, usage of the Club by the members and the services to the members that were not contemplated ten years ago.

In the last six years we have undertaken the rebuilding of the Club house; the purchase and sinking of the "Rapids Queen"; the rebuilding of the Club tender; a major change in the haulout system; enlarged the moorings and purchased equipment for the kitchen and dining room.

All of these could not have been done were it not for the efforts and co-operation of the members.

I wish the members good health and sailing in the next year.

Tom Tomblin
Commodore

Vice Commodores Report 1979

1979 has been both interesting and rewarding to me personally due in large part to the support given to me by the management committee, and members who when I requested support and help provided it without question.

The year has been successful, but the inflationary period of late '78 carried on throughout 1979 as I am sure you are all well aware.

Our budgets stood up well and our projections were reasonably accurate. More along this line in the Treasurers Report.

It has become most evident from the operation of the Club this year that our volume has grown to such a degree that we cannot refer to ourselves as a small operation and that we are truly in the big leagues.

It is interesting to see the wide range of opportunities and challenges which exist in the operation of our Club.

Club operations on a daily basis, financial planning and staffing to mention a few.

These management challenges face us almost on a daily basis.

Unfortunately, too much of our management effort is directed to such obvious - and persistent challenges. Not that we can afford to ignore them, far from it.

They are part of the job and they come with the territory.

We must meet and beat such challenges.

However, the real challenges that we as members face are not so tangible.

They are quite intangible.

They relate to the way in which every member perceives the club and what it should represent, how its business should be conducted and how it should react to the requirements of its members and the ever increasing costs of fixed expenses, rents, power, taxes, etcetera.

The greatest challenge facing us all as members and the boards of directors in future is the necessity for change in basic attitude and philosophy.

con't.....

(Vice Commodore report cont'd.)

We must insure that we do not allow ourselves to become to insular, either within ourselves or within groups so that we no longer relate as members of a club, with a common goal.

If we are to exist and continue to operate as a viable yacht club in the 80's then we must each and everyone of us actually participate, not just be a member but really participate and contribute to our club.

I bring this to your attention as part of the Vice Commodores report as I am of the opinion that as the chairman of the Management Committee this facet of club operations is as important if not more important in the long term.

Yes, the daily operation, bill paying, etcetera is of great importance but so is the planning for what is to happen next year, the year after and the years after that.

Under our present constitution the potential exists for a complete change in the board of Directors every year. That is to say that if every incumbent member or member of experience were to be defeated at the elections, then the operation of a sizeable business passes into the hands of completely new members.

While I would not presume for one minute to question the ability of those potential new board members, I would certainly question their ability to be effective and in such a short time be able to operate the club with any potential for success in the future.

Let me give you one very real example.

We presently operate with what in effect is part time secretarial help, in as much as the employment period is dictated by the usable period the club is open. From thaw to freeze up.

Either prior to or after the operational period we do not have at our disposal facilities to accommodate staff.

As a consequence, if we operate late into the year, as we did this year the business operations of the club are not concluded prior to the club becoming untenable.

Files and correspondence are required by a number of board members to pay accounts and conduct the ongoing business. Files become scattered and lost.

Very real problems arise.

The next board takes over, the same secretarial staff may not be available due to our not employing that particular staff member year round, files are scattered and lost, the operation of the club is a mystery to the new staff member and perhaps to the new board members responsible.

con't.....

(Vice Commodore report cont'd.)

If we permit this unwise philosophy to continue, crisis management and lack of proper planning, then surely the end result can only be financial chaos and failure.

Can we afford to be that penny wise as to ignore the very basics of good management - I think not.

While this does not have too much to do with the actual art of sailing, the purpose for which we all belong to this club, it is these very real objectives that we have to apply our utmost talent and ability, and not ignore changing times and attitudes.

For reasons that escape me entirely, in the past I have heard rather smug, almost congratulatory comments on how good our present performance is.

This is unfortunate, for it indicates either a lack of recognition of our real problems and the task ahead or an unwillingness as membersto put forward the effort required to change our outlook and the situation.

What we have to do is to get each and every member committed to working together as effectively as a team as they each do as individual elements.

The challenge is there.

Perhaps it is not to soon to contemplate, a permanent office on the city side with year round efficient secretarial help, eliminating a major operational problem.

Changes to the constitution to permit staggering elections of officers so we change only a portion of the board each year, providing ongoing expertise and experience directly related to club operations.

A planning committee with specific tasks, with financial planning as a major ongoing task. Hopefully to what may be in the future near or complete financial independence.

I would be remis if I did not bring to your attention certain members who contributed greatly to our success this year.

Contributions in many and various forms, in particular Dave Fowler who not only performed his own tasks as Fleet Captain, but took over the payroll when we were without office staff.

To Mike Hawker, who put together the officer of the day listing and those many members who performed that necessary function.

It has been fun - I have enjoyed serving you and Queen City as Vice Commodore and would like to take this opportunity to thank the members for the privilege.

Donald J. Moore

REPORT OF THE REAR COMMODORE 1979

Commodore, Flag Officers and Members of the Queen City Yacht Club,

While 1979 was not as notable a sailing season as 1978 for innovation it was nevertheless a good year. We did try two new ideas, both of them successes; an overnight cruise to Oak Orchard organized with great foresight by Brian Case, and the Lady Skippers Race, conceived in 1978 and very enthusiastically patronized by our keenest lady sailors.

The turnout for the Wednesday evening races was almost identical with 1978; 11 dinghies and 46 keelboats. Paul McKenzie, once again, ran a happy race committee. Kay Walker did most of the mathematics and has become very skilled in the use of the Club's electronic stop watch/calculator.

The South Short. Yacht Racing Association enjoyed their 1978 stay at QCYC so much that they renewed the fixture in 1979. The "Rapids Queen" provided a quiet anchorage for about half of their 40-boat fleet that night.

Finally the Awards Banquet was enjoyed by most who attended. Attendance was very close to the '78 level. I think it was notable for the recognition of our long distance sailors, those who have sailed their boats south of the 25th parallel and back; the members of the 25th Parallel Club.

Thank you all for the privilege of serving as Rear Commodore for another year. This is my last, since I do not intend to stand for re-election.

Sincerely

Mark Loughborough
Rear Commodore

