

Clipper



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EDITORIAL

It is distressing to see a Senior member of Queen City Yacht Club break a cardinal rule of the club....that no member shall berate, dress-down or precipitate a scene with staff, but shall address any problems to the manager, any Flag officer or a Board member if neither the manager or a Flag officer is available.

As these outbreaks tend to be emotional, the offending person seldom knows all the factors involved. For instance, yelling at a waitress when the problem is in the kitchen, resolves nothing and results in undue stress on the young person caught in the middle.

Besides, this type of behaviour is nothing more than bad manners.



News

The Toronto Harbour Commission has agreed to pay one-third of the \$120,000 cost of the 1981 harbour cleaning program. It has been proposed that the City of Toronto and the Municipality of Metropolitan Toronto take care of the remaining \$80,000.

The 1980 program consisted of daily inspections and clean-up patrols from the last week of April to the end of October. This was followed by a final clean-up in November. The 1981 program calls for extended patrols to include for the first time the small boat mooring areas at York Street, Harbour-front and the mooring basin at the Western Gap.

GET IN YOUR SUPPLY OF UGLY PILLS

ANNUAL GENERAL MEETING - JUNE 12

It's the fifth month of the year, do you know where your laser or dinghy is?

Tell the manager.



QUEEN CITY YACHT CLUB

HOUSE RULES

1. The yacht club facilities and privileges are available to members in good standing. The Board of Directors reserves the right to rescind any or all such privileges when, in their opinion, a person's conduct is not in accord with the best interests of the club.

2. The privileges of the club are extended to members in good standing of other yacht clubs which offer reciprocal visiting courtesies.

3. Members may introduce any number of guests to the club. Individual guests may not be introduced more often than once a month.

4. Members may introduce a guest or guests to the club for an extended period at the discretion of the Board of Directors.

5. For purposes of identification, when entering club tenders membership cards must be shown. Members should give advance notice of guest arrivals to the tender operator or club manager.

6. Members are required to register their guests in the club's visitor's log.

7. Members and their families and guests are required to dress in appropriate manner during club functions; full torso covering and footwear is mandatory at all times.

8. Members and their families and guests are expected to conduct themselves in a proper manner whilst on club premises or visiting other yacht clubs.

9. Members will be held responsible for any damage to, or loss of, club property caused by themselves, their families, guests and pets.

10. Members will be held responsible for the conduct and behavior of their families, guests and pets.

11. Minors are not permitted in the Lounge Area licensed by the L.L.B.O.

12. Members are to keep their children out of the marine yard during launching and haul out timer. The club will not be responsible for accidents to children on club property.

13. Dogs on club property must be kept on short leads at all times. Pets are not permitted in the Clubhouse.

14. The club will not accept responsibility for loss or damage to private property.

15. Gambling is prohibited at all times on club property.

16. The consumption of alcoholic beverages in other than designated licensed rooms is prohibited.

17. The storage of inflammable materials such as gasoline, alcohol, paints and paint thinners in club lockers is prohibited. Such material must be stored in the paint lockers which are provided for that purpose.

18. The use of cooking stoves and heating appliances employing inflammable fluids or gases is prohibited in the lockers.

19. Members are urged to assist in maintaining the clubhouse and grounds in clean, tidy condition by disposing of garbage, etc., in the receptacles provided.

20. Members are requested not to reprimand club employees. All complaints must be submitted to the Manager, a Flag Officer or appropriate Committee Chairman.

21. The clubhouse, with the exception of the washrooms, will be closed at midnight and all members are required to depart from the building at that time. The clubhouse may remain open until a later time on special occasions authorized by the Board of Directors.

22. A member planning to be away from his mooring for one or more nights should inform the Manager so that the mooring can be made available to visitors.

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

24. The Moorings 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 take remedial action which in their opinion is required to avoid damage to property or injury to individuals. Neither the Moorings Chairman, his committee, nor the club may be held responsible for damage which occurs subsequent to, or during action taken by them.

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

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

Signs of great things to come

by Clip Board

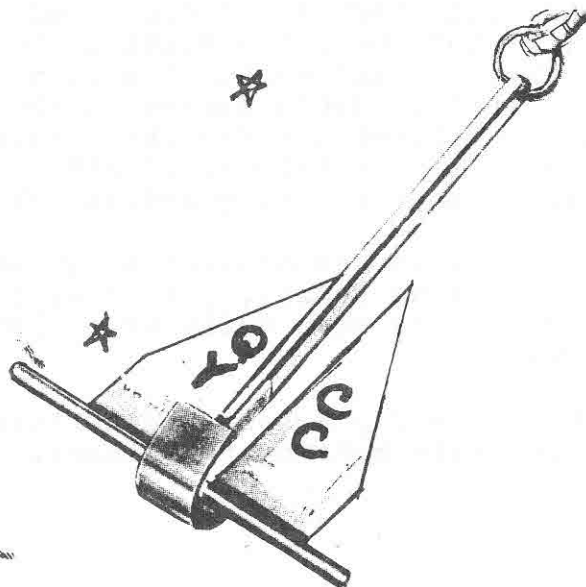
QUEEN CITY ACTION GROUP INVESTIGATES CLUB'S OWN SATELITE!!!!

Preliminary studies will begin immediately on Queen City Yacht Club placing a satellite in orbit. Spokesman, Warren Jackman, told the Clipper that the idea was born in a think and drink session, something the action group is famous for.

The satellite would be used for navigation, ship to ship, and ship to shore communications. Commercial applications would help offset costs.

"We've already had some enquiries from Reverend "Sandy" Barr, Pastor of the "Sailors in Need Church", Mr. Jackman reported. "There's a lot of money in S.I.N. If we can cover two thirds of the cost through S.I.N., we can cover the rest through bar receipts."

The action group believe the rigging crane, in the club yard, can be adapted into a rocket launcher. Beside savings in cost, being located by water there will be a bonus safety feature. Gasses from the holding tanks of members yachts, will be used for the propellant fuel. "It will go like stink" says Jackman. The two large tanks previously used for the club's toilet system, will be converted into rockets (one being a backup). The satellite itself will look somewhat like a Danforth anchor with the flukes acting as antenna. The action committee will present its plan at the Annual Spring Meeting and if the project is passed by the membership, launch could be scheduled for Saturday, July 31st.....if a work party can be arranged!





FISHING AND RECREATIONAL HARBOURS ACT

On February 13th I met with Jim Drum, Peter Van Buskirk (RCYC), Mr. John Mahoney (legal counsel), the Director General of the Small Craft Harbours Directory, and other federal officials to discuss the implications of the above act on pleasure craft users throughout Canada.

In order to acquaint the recipients of this report with the background to the meeting, I would advise that the above act was passed by the Federal Parliament in April 1978 superceding all previous acts in relation to the use of federal harbours. Since the end of 1978 the Royal Canadian Yacht Club have retained Mr. John Mahoney to act on their behalf in respect to the implications of this new act and have been in the forefront of acquainting provincial governments, provincial sailing associations and national clubs with the anomalies contained in this act.

In April of 1980 Commodore Drum of the RCYC presented the CYA with the legal implications of this act and the CYA agreed to take over responsibility for future negotiations with the federal government as at the AGM of the CYA in February 1981.

I have been involved with the RCYC presentation to the federal government over the last few months, hence my attendance at the meeting February 13th.

In simple terms the Fishing and Recreational Harbours Act contains certain clauses which have a direct impact on the use of recreational and pleasure boats; for example, the scale of charges currently in operation for the use of federal docks and harbours is, on the surface, unconstitutional. Within the province of Ontario a figure of \$8.90 per metre per month is charged for the use of federal docking facilities. Outside of Ontario a figure of \$3.30 per metre per month is employed. The federal government justifies this variance in charges on the basis that the navigation season in Ontario is much shorter than the navigation season in BC, hence the higher charges. Our view is that this is irrational as the season in Quebec or Manitoba, or even Saskatchewan is identical to the the season in Ontario yet they enjoy a much lower docking charge than the pleasure boating fraternity in Ontario.

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