

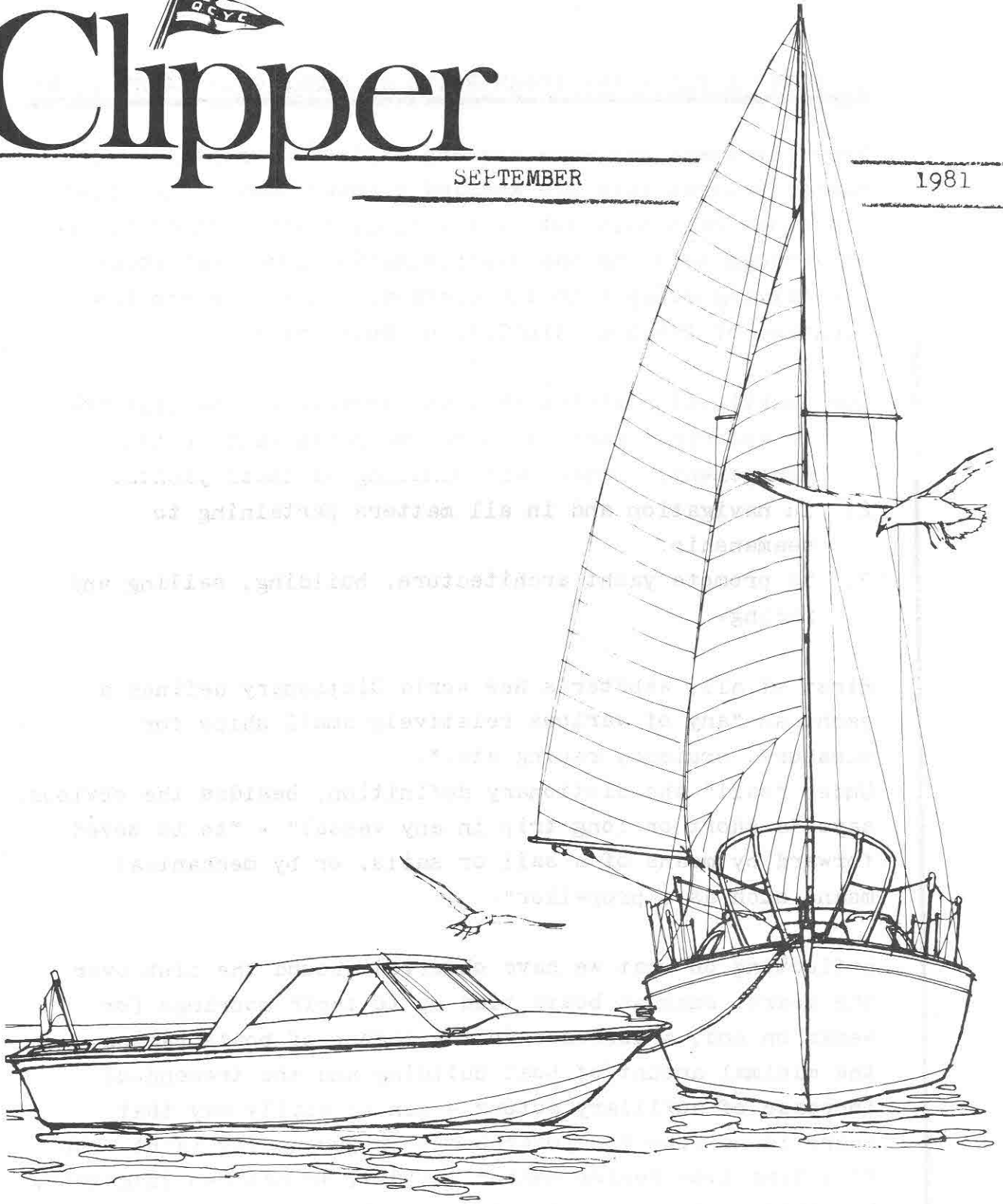
Editor - George Chandler
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Clipper



SEPTEMBER

1981



EDITORIAL

IS THERE A PLACE FOR POWER BOATS AT QUEEN CITY YACHT CLUB?

Recently there was some concern expressed when a senior member brought into his mooring a power boat. That boat has since been sold out of the club, but the short tenure was enough to bring the discrimination some feel about non-sailing vessels to the surface. It also opens the question of the acceptability of such craft.

Our constitution states that the objects of the club are:

1. to encourage members to become proficient in the management, control and handling of their yachts.
2. in navigation and in all matters pertaining to seamanship.
3. to promote yacht architecture, building, sailing and racing.

First of all, Webster's New World Dictionary defines a yacht as "any of various relatively small ships for pleasure, cruises, racing etc."

Under "sail" the dictionary definition, besides the obvious, says "a short or long trip in any vessel" - "to be moved forward by means of a sail or sails, or by mechanical means such as a propeller".

Reflecting on what we have observed around the club over the years, such as boats tied up to their moorings for weeks on end, a decrease in the number of boats racing, the minimal amount of boat building and the tremendous increase of auxiliary motors - can we really say that there is no room for power boats in Queen City Yacht Club? If a long time **senior** member decides, in his own judgement, he could no longer handle a sailboat and wanted to move over to a trawler or power boat, could we really ask that person to pick up and leave the club?

Letters

As Yard Chairman I take exception to John Campbell's report in the July Clipper "I have hatched the scheme of a Yard Revolution". The members of Q.C.Y.C. saw fit to elect me as their Yard Chairman. In this position it is my responsibility to choose the launch and haul-out dates, organize same and carry out the job.

May I suggest Mr. Campbell stick to planning activities while I look after the yard. If I do not run the yard to the satisfaction of the majority of the members, I am sure they will see fit to elect another body at the next general election.

Sincerely,

Donald N. Bester

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At long last with about a month left in the season, I got my Q.C.Y.C. Roster. Why do we have to wait until the end of the year for this? If new members join during the summer just print an addendum page and attach to the Clipper. Can't we get rosters at the start of the sailing season instead of the end?

Don Bester

for sale

"SIMAARON"

Grampian 2-34

Call Herb Pitcher

Home 368-8216
Work 598-5065

Cradle for sale - suitable for

boat 8' beam, 22-26' long \$250.00

Call John Perkins

Home 653-1020 Business 364-7495
loc. 249

Going, Going, Gone!

Over the years the Club has gone into debt for a variety of different reasons. We expended considerable amounts of money on the new hydro service, the renovations to the Queen, the new winch and winch-house, the purchase and sinking of the barge and renovations to the railway, the latter was to be financed by three separate \$75 assessments, only one of which was applied and quite often our general revenue fell short of our projected needs. This coupled with other minor expenses show up in our bank indebtedness.

One of the easiest ways of judging how your Club is financially existing is to examine this indebtedness. When we do, the figures make for very uncomfortable reading.

October 77	-	\$33,000
October 78	-	36,000
October 79	-	58,000
October 80	-	89,000
August 81	-	63,000

These figures on their own of course, do not represent the total financial position of the Club, only the amounts on which the banks are currently charging us interest. We borrow from the bank at some 2½% above prime interest rate. Assuming that at the end of this financial year we are in debt to the bank for a similar amount that we were at the end of last year and next year the Club breaks even, which must be the aim of the Board, then our indebtedness would be some \$110,000 in 1982 and \$140,000 in 1983. This, your Board felt to be unreasonable and consequently levied the membership with an amount which we felt would bring our indebtedness to a level which the Club could handle but not below a level which would encourage successive Boards to embark upon any unnecessary spending.

Having paid this assessment, can you be sure next year you will not be asked for more? No of course not, but the Board is taking steps to see that our financial situation does not deteriorate. No major capital projects are planned for the immediate future, general expenses are being kept to a minimum, reductions in staffing will show savings in the coming year. The contract with Teele Management Service has been cancelled effective 15th September and a new Manager will be appointed by the incoming Board in 1982.

I trust this somewhat explains the attitude of the Board. If you have any questions lets get them out into the open and not turn the Club into a hot bed of rumors and innuendos, many of which are unfounded in fact.

Dave Fowler.

HAULOUT 1981

HAULOUT DATES.start 9:00 a.m. Oct. 17,18,24,25

WORK PARTIES - YARD

Build New Ways.start 9:00 a.m. Sept. 26

Install Dinghy Yard ways. 9:00a.m. Oct. 3
and prepare yard for haulout

UNSTEP MASTS

We wish to leave Thanksgiving weekend 'free' to all members. This is however the last weekend to unstep your mast...unless you can do it weekdays or in the short daylight hours after work. Please co-operate and have all masts unstepped by first day of haulout.

NOTE

Do not place masts on deck (if used with tarps) until you are hauled out.

DINGHY YARD

All dinghys, in the dinghy yard, must be re-located to front club yard to allow ways to be constructed on Saturday, October 3. Please co-operate by moving your dinghy by that date.

CRADLES

Please be advised that cradles should be repaired, butter boards up to standard and new cradles constructed prior to haulout. With limited daylight hours upon us and less tender service, please be ready. Check that your cradle fits the proper row width.

HAULOUT PROCEEDURE

Will be similar to past years although with the new "big boat way" we will be mixing the order of boats to be hauled according to row vacancy and cradle accessibility. Please do not ask for end of row or special requests, they cannot be accommodated except in extreme cases. As in the past waiver forms will be available and must be signed prior to hauling your boat.

