

The Clipper

November
December 1986

QCYC

ANNUAL GENERAL MEETING

7 p.m. Tues. DEC. 9, 1986

at the EDUCATION CENTRE,
155 COLLEGE ST.

**THE FALL BILLING OF EACH SENIOR MEMBER
MUST BE PAID BY DECEMBER 31ST,
UNLESS A SPECIAL ARRANGEMENT HAS BEEN
MADE WITH THE TREASURER.
FAILURE TO DO SO WILL RESULT IN THE
LOSS OF CLUB MOORING PRIVILEGES
FOR THE 1987 SEASON.**

COMMODORE'S REPORT

With winter storage season now in full swing, your Board of Directors is, if anything, busier than ever. A number of significant projects are in an advanced planning stage for the Club's grand Centennial of 1989.

This report, my last before the A.G.M. in December, will therefore concern itself with our agenda between now and Centennial year. Progress which we have achieved in 1986 is detailed in your Directors' reports which accompany this issue of the Clipper.

Of immediate concern in 1987 will be completion of repairs to the ALGONQUIN QUEEN. We have the cost of the sewer connection - which is substantial - and is to be paid out to the City of Toronto over a period of years. We have in place a comprehensive plan to upgrade the clubhouse premises. This includes a new roof, total replacement of the east windows and window frames of the dining room, renovation and replacement of water service on the clubhouse side to City standard, replacement of the stairs on the east side of the clubhouse, landscaping which will include removal of the old septic tank and relocation of the fountain, complete modernization of the kitchen and its equipment, and, finally, a much-needed re-designing of the dining room to increase its seating capacity.

The anticipated cost of these projects will be substantial. However, through prudent management and the exercise of restraint in a number of areas of spending in recent years, the Club has realized a surplus fund which is intended to be applied toward these direct costs. I do not intend to see the Club sit upon a 'nest egg' while vitally needed improvements are standing in waiting.

My principal objective is that these projects will go forward toward completion on a pay-as-you-go basis, without the necessity of a membership assessment. With the management and administrative procedures which we now have in place, it is hoped that such assessments will be a thing of the past. As we have welcomed new members to this Club in recent years, there are now approximately twenty per cent (20%) of the over-all membership who have never known what it is like to pay a member's assessment at Q.C.Y.C.

I firmly believe that in the next two years the Club can undertake significant improvements and developments to its plant and premises without any additional burden upon the dues structure. Fortunately, Q.C.Y.C. has the benefit of many sources of revenue while at the same time maintaining a relatively low current debt obligation.

Finally, I express my appreciation and gratitude to all members of Q.C.Y.C. for helping to make 1986 a most successful year. I wish to thank the Officers and Directors for their support, encouragement and imagination.

With a New Year almost upon us, Margaret and I extend to the members and their families our very best wishes for health, happiness and great sailing in 1987.

Barry Hardy,
Commodore.

VICE COMMODORE'S REPORT

Dear Members,

Thank you for making this a successful year at Queen City. We are, essentially, a 'self help' club and, on that basis, there have been many improvements added in the course of the summer. For each of these, we are indebted to the organizers and the workers who put in many hours of volunteer labour.

Some of these projects, such as the improvement of hydro and the addition of water for boats moored on the Ward's Island side, are visible improvements. Many projects, such as new wiring in the clubhouse, a new floor on the balcony, the new dock for the Robbins, work on the Queen and the Robbins, improvements in the sound system, new roofs on several locker blocks, and the moving of the shed left over from Police Academy III are not highly visible, but they greatly improve the quality of life in the club for many of our members.

We have money budgetted for major repairs to the hull of both the Queen and the Robbins, and for major repairs to the engine of the Queen. In addition, we have been ordered by the Department of Health to rebuild the floor of the kitchen. Work will commence on these projects as soon as the club closes.

Socially, the 1986 sailing season has been a success. We have had good turnouts for each of our events. We began with a successful Sailpast (was that the last sunshine of the season?), and ended with the traditional Pot Luck. The Pig Roast was, as usual, an immense success.

Launch and haulout were blessed with good weather and were accomplished in record time. The Junior Club program has continued to grow and to show a profit on their day-to-day operation.

We have noticed a great improvement in the quality of meals in the clubhouse under the guidance of our chef David, and we are hopeful that he will return next year.

Our Treasurer, Mike Sawyer, informs us that we are in a sound financial position, and that we have funds available to begin those improvements that we will be making for our Centennial.

I would like to thank the members of the Management Committee: Mike Shawyer, Neil Andrews and Jim McKinley, Commodore Barry Hardy, the members of the Board, the Club staff and all of you for your suggestions and support during the year.

Bill Eckersley,
Vice Commodore.

FROM THE REAR

I have appreciated the opportunity to serve the Club as Rear Commodore for the past three years, and for the previous two years as Club Secretary; however, I am stepping down this year to take a break and pay more attention to maintaining my boat, house and business. In the future, I would like to serve on the Board as your Vice Commodore or Commodore.

QCYC Regatta: Date change.

Our 1987 Regatta will be held on Saturday, July 18th. This is a significant change to our schedule, and should be noted when planning other events.

The rationale for changing dates is as follows:

Better weather: We will be able to use our wonderful lawn and view later into the evening in warm comfort.

We avoid back-to-back major Club functions (Pig Roast on Labour Day weekend followed immediately by Regatta)

Our Regatta would have been pushed back almost a week to the chancier weather of the September 12th weekend because of a late Labour Day (September 7th.)

Racing

Wednesday Night Club Races

Race Committee: Before the 1986 season began, it was determined that our Race Committee Chairman, Kay Walker, needed trained, regular reliable assistants to operate consistently correct races. Initially, the Club budgeted to provide paid assistants, as no volunteers appeared to be forthcoming. Fortunately, Margaret Shawyer and Ted Moore showed great enthusiasm for participating on Race Committee, and no paid assistants were required at that level. The Club did pay one or two student assistants per race night to round out the Race Committee or to fill in as alternates during vacation or business absences.

The Club sponsored Margaret Shawyer at the Race Management Seminar of the Ontario Association. My recommendation is to continue to sponsor one or two members per year on this course, to encourage participation on Race Committee. The course would also be useful to racers who wish to understand Race Committee signals and practices more fully.

My recommendation for the 1987 season is to continue with our volunteer Race Committee, assuming that they are able to participate next year. To the core group, I suggest we once again add a 'volunteer' on a rotating basis from each racing boat, to assist and to learn racing signals and procedure.

Thanks on behalf of the Club to Kay Walker, Margaret Shawyer, Suzanne Shawyer and Ted Moore for their regular participation on Race Committee, as well as to those members who helped on an interim basis.

Handicap System - LOR vs PHRF: The original plan this year was to calculate our race results under both the LOR and PHRF systems to see which handicap would give us the fairest results. In the end, only LOR was used because PHRF ratings were not obtained by all the participants. Over the winter we hope to analyze the race results using estimated PHRF handicaps to generate a reasonable comparison. One negative did surface regarding PHRF: it requires a great deal of the Club delegate's/handicapper's time to generate the necessary statistics to perpetuate fairness. The current delegates are willing to put in the necessary time, but in the future there could be a problem finding dedicated people.

Interclub Racing

LORC - Lake Ontario Racing Council: QCYC had a total of 14 boats participate in LORC in 1986. We were represented in the following divisions: PHRF I, II, & III.

LOR II.

C&C 27's

Sharks - Gold Fleet.

Commendable series results were achieved:

PHRF I BON VOYAGE, Liz Dorner, 6th in Overnight Series.

PHRF II MERGANSER, Eamon Hoey, 2nd in Overnight Series,

10th in Regatta Series.

1st in Offshore Series.

1st Overall.

PHRF III CANDY CANE, Peter Ashby, 1st in Regatta Series.

SWAMBA, John Ball, 3rd in Regatta Series.

LOR II MRS. JONES II, Andy Small 6th in Regatta Series,

5th in Day Offshore Ser.

TIME PASSAGE, Klaus Noack, 8th in Regatta Series.

Sharks - Gold Fleet

STRIDER, Hal Ebert, 5th in Regatta Series.

LYRA - Lake Yacht Racing Association: Two QCYC boats, MRS. JONES II, Andy Small, and MACWING, Jim McKinley, made the Welland Canal passage to the Buffalo Canoe Club on Lake Erie for LYRA Race Week and the Freeman Cup Race. We were represented in the C&C 29 and PHRF classes.

The 1987 LYRA Race Week will be hosted by ABYC in Toronto. It is hoped that more QCYC boats will be able to participate since the racing will be in our home waters. QCYC, through our LYRA representatives Len Canham and Bob Norton, is continuing to bid for hosting the 1989 LYRA Race Week to celebrate our Centennial Year.

Cruising

1986 saw QCYC boats make significant cruises: SOLANA (Dave & Josie Fowler) and LILIANA (Torben & Lillian Sorensen) safely, but not without experiences, cruised to Bermuda and back - a credit to them and the Club.

This fall, we had SOMERSET (Joy Strachan & Pierre Mercier) sail off for the Caribbean.

Thank you to Peter Grant and Ian Douglas for organizing weekend cruises.

My recommendation for 1987 cruising is to institute a chairman for the Cruising Committee to oversee a fuller cruising program.

Protest Committee

Thank you to Don Martin and the Protest Committee members. My hope is that you continue your good work in 1987.

Andy Small,
Rear Commodore.

FLEET CAPTAIN'S REPORT

Being Fleet Captain at Queen City for 1986 has been full of surprises, time consuming, plenty of work, and also very rewarding. I have been ably assisted by many club members. The latest was Fred Mayerhofer who picked up new windows for the ROBBINS. These were installed by Bob Ball and an unnamed person on the last weekend of haulout. My thanks to all members who helped me with their time and labor plus advice and even complaints, because in many instances they point out deficiencies that we try to correct if at all possible.

Showing your pass as you board the tender is a bother, I know, but according to House Rule #5, to quote: 'FOR PURPOSES OF IDENTIFICATION, MEMBERSHIP CARDS MUST BE SHOWN WHEN BOARDING THE CLUB TENDERS.' Since this rule has been enforced our tender revenue has increased greatly, because non-card holders have had to pay their fares when boarding the tenders thereby eliminating to some degree Senior Members subsidizing people who use the tender without cards. So, thank you for your patience.

The QUEEN is in need of some major repairs: engine, hull, rewiring. This will be undertaken this winter and will hopefully solve the problems we had this past summer with breakdowns in the tender service. The ROBBINS also requires work re cleanup and lifejackets. The hulls of both will be inspected this winter by marine surveyors from the Coast Guard, so we'll know how sound these tenders are, and take any remedial action necessary. This will also give us a clear picture of what life is left in the boats.

During 1986 a sinking fund was established amounting to \$5,000 towards the purchase of a new tender, when and if needed. I hope we can increase this by another \$5,000 in the 1987 budget. It does not look like a great amount considering what a new tender would cost, but at least it's a start. Both tenders will have to be hauled out this winter, so I'll be looking for lots of members to help with this - please keep this in mind. The time as yet has not been decided, most likely near the end of November.

My next comment is not as a Board member or Fleet Captain, but as a member of Queen City. Our Club is a self-help club, meaning senior members volunteer to work around grounds and facilities for the improvement of the yacht club, therefore minimizing the cost to undertake major improvements. There is a group of members who are always willing to undertake these tasks, but it is the same group year after year who do this. And then there are others who just don't help. Maybe in the coming year this situation can be addressed and a solution found. Any suggestions? Maybe the members who devote time and effort should stop, and we all could do nothing but sail, sail, sail. Of course our club dues would escalate considerably when we hire outside help to do these chores, but it would be more equitable. I am not saying this is a solution, just a thought.

I hope to fill the position of Fleet Captain in 1987 and implement my afore-mentioned plans for the Club tenders.

Thank you,
Jim McKinley F.F.D.H.T.L.
Fleet Captain.

TREASURER'S REPORT

I would like to thank the club members for giving me an opportunity of serving them as Treasurer this year. The club has seen a reduced introduction of new senior members this year because of the lack of mooring space. As a consequence, our total revenue from senior members for fees, lockers, mooring and storage has grown only 4%, or about the inflation rate. We did not get a boost in revenues from initiation fees which we have had in the last few years. At the same time as our revenues have grown 4%, our house expenses have grown 12%. Hydro costs due to rate increases and increased usage have grown 18% over last year. Hydro now costs us about \$15,000 per year. Insurance costs went up by 14% because of the increased cost of liability insurance which the club carries. Rent and taxes have increased 40% due to the financing of the sewer over a ten year period. In addition, thefts this year cost the club about \$5,000 in cash and liquor, plus the club will have to replace the safe in the office at considerable expense.

