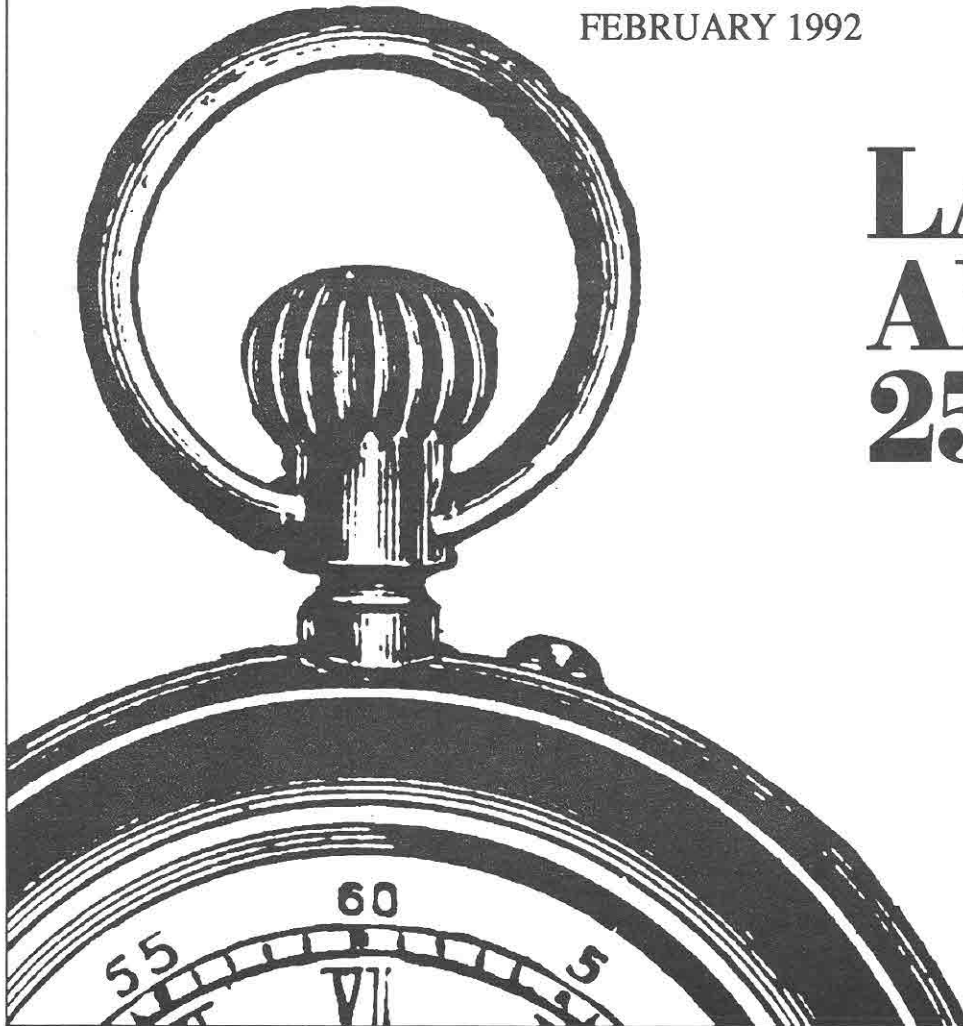


QUEEN CITY YACHT CLUB

CLIPPER

FEBRUARY 1992

**LAUNCH
APRIL
25-26**



BOARD OF DIRECTORS

COMMODORE

Jim Finch
One Park Lane #1206
280 Simcoe Street
Toronto, Ont. M5T 2Y5
593-9294 Bus. 971-9171

VICE COMMODORE

Brian King
1884 Richmond Street
London, Ont. N5X 3B6
(519) 660-6875 Bus. (416) 822-3330

REAR COMMODORE

Ron Mazza
11 Seneca Avenue
Toronto Island
Toronto Ont. M5J 2A2
360-6147 Bus. 977-5335

FLEET CAPTAIN

Karl McManaman
2649 Bloor Street West, Apt. 300
Toronto, Ont. M3X 1A3
236-2932 Bus. 670-7947

TREASURER

David Hall
109 Jackman Avenue
Toronto, Ont. M4K 2X8
465-7222 Bus. 465-6950

SECRETARY

Paul Crosby
424 Yonge Street, Apt. 505
Toronto, Ont. M5B 2H3
591-7599 Bus. 599-5700

HOUSE CHAIRMAN

Bill Eckersley
9 Audubon Court
Willowdale, Ont. M2N 1T8
222-4090 Bus. 889-9696

MOORING CHAIRMAN

Jim Weldon
30 Brownstone Circle
Thornhill, Ont. L4J 7P4
889-6408 Bus. 756-5407

GROUNDS CHAIRMAN

Doug Stevens
1 Groveview Court
Thornhill Ont. L3T 4J5
889-7528 Bus. 239-1155

MEMBERSHIP CHAIRMAN

Lynda Chubak
30 Leroy Avenue
Toronto, Ont. M4J 4G7
462-3495 Bus. 360-0044

PLANNING CHAIRMAN

Ray Shepherd
247 Vaughan Road
Toronto, Ont. M6C 2M5
654-5363

ENTERTAINMENT CHAIRMAN

Norm Dilworth
7 Concorde Place, Suite 2712
Don Mills, Ont. M3C 3M8
447-109

PUBLICITY CHAIRMAN

John DiLallo
2167 Phillips Court
Oakville, Ont. L6H 3W2
849-4789 Bus. 595-5550
FAX 595-7246

JUNIOR CLUB CHAIRMAN

Moira Coull
24 Fifth Street
Toronto, Ont. M5J 2B9
861-9383 Bus. 977-5311

YARD CHAIRMAN

Mark Saunders
113 Burgess Avenue
Toronto, Ont. M4E 1X3
698-6674 Bus. 926-3320

PAST COMMODORE

Mike Shawyer
237 Castlefield Avenue
Toronto, Ont. M4R 1G6
484-8455 Bus. 427-6550

HONOURARY COMMODORE

Bob Johnston
1230 White Oaks Boulevard, #8
Oakville, Ont. L6H 2C1
845-3547

TREASURER'S REPORT

As this is my first report to you, I feel somewhat apprehensive about bringing everyone back down to earth with a thud after such a pleasant Christmas break. However, it is necessary for me to tell you about the Club's current situation, and to outline my plans as Treasurer for 1992.

Like so many organizations in these tough times, Queen City is feeling the pinch. While efforts have always been made to control spending, and work with a balanced budget, our costs have risen out of proportion to our revenues in every department.

Typically, the winter months produce no revenue for the Club, which has to survive on the previous year's fall billing. However, some operational expenses have to be met on an ongoing basis. The increased expenses, together with quite a few old bills, which have to be paid, have taken a hard bite into the Club's financial resources, with resulting pressure on cash flow.

To remedy the situation, I would like to outline the following steps, some of which will already be in effect by the time you read this report:

Begin working with our bank to negotiate new terms, which will result in reduced charges.

Work with our auditors to streamline our accounting procedures. This should result in reduced accountancy fees as we get smarter at it. Changes will also be made to the Club's computer system to provide better information and easier auditing.

Establish budgets for each department based on realistic revenue forecasts. This will also allow us to control expenses better.

Bring forward the spring billing. The new fee schedule published below has been approved by the Board. You should expect to receive your bill soon.

Work actively to promote Queen City and introduce new members. This is a task for everyone. Only increased membership can provide the kind of revenue improvement that we really need.

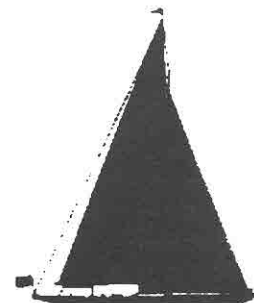
Work with the other Board members to implement a fair and equitable work party system. Many jobs performed by hired help could, and should, be done by us. This would reduce our expenses dramatically.

There is also a considerable receivables problem at the present time, which is a hang over from the fall billing. I would urge members whose accounts are not current to remember

that launch and mooring privileges may be in jeopardy. The Board will collectively be following up as necessary with the members concerned.

As you will see from the 1992 fee schedule below, increases have been held to an average 5%. It is my feeling, and that of the other Board members, that we can manage our way to better control. If this task becomes unrealistic, due to circumstances beyond our control, there will be no alternative but to make an assessment. This possibility has been discussed by the Board, and has been deferred until our progress can be measured as we move through the early months of the year.

I will report all progress to you, and in future editions, will be outlining plans to institute a long-range financial planning process for the Club.

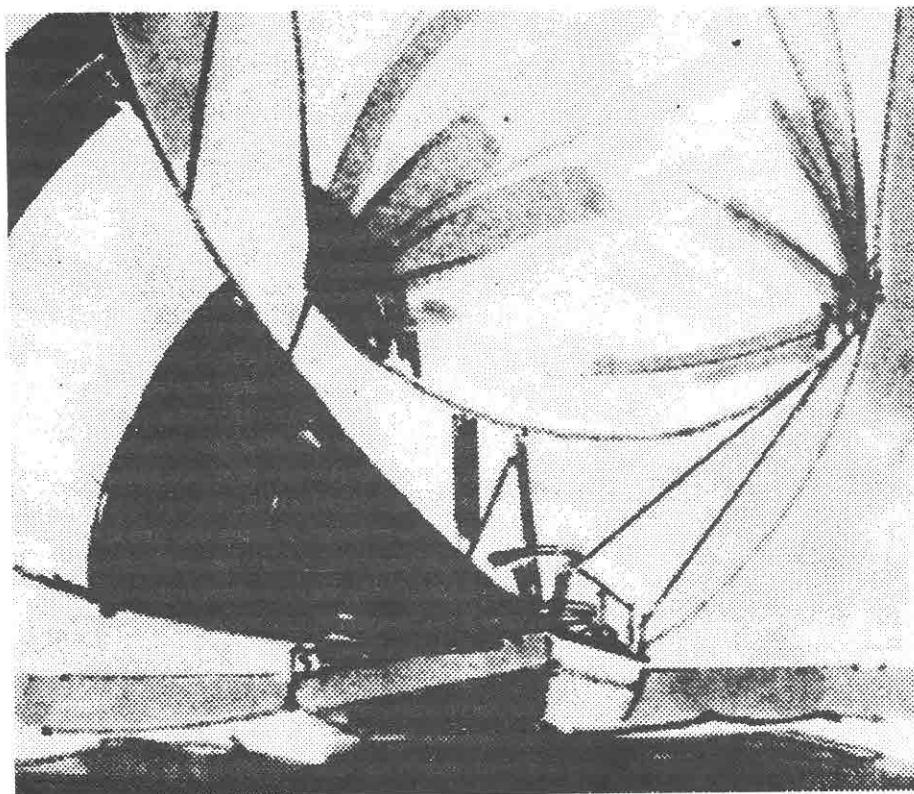


SAFETY AT SEA

As some of you may well be aware, there will once again be a Safety At Sea seminar held here in Toronto. This event provides an exceptional opportunity to learn more about safety afloat from many different points of view. Presentations cover topics such as life saving equipment and procedures, coast guard and search and rescue facilities, weather, medical emergencies, and the law. Displays of safety equipment such as EPIRBs, life rafts, and flotation devices, are also put on.

Last year, unfortunately, the seminar date coincided with Queen City's first launch weekend, which meant that only a handful of members were able to attend. This year it has been rescheduled to an earlier date, Saturday, March 28, and will be held at the O.I.S.E. Auditorium. The seminar is sponsored by the Royal Canadian Yacht Club and the Great Lakes Cruising Association. The enrollment fee is \$40 per person (unchanged from last year), which includes lunch.

The seminar is an all-day event, and, if last year's attendance is anything to go by, will be fully subscribed again. The presentations and demonstrations are designed to make us think more seriously about the preparations we make before going out in our boats, and to improve our ability to handle emer-



gency situations at sea. This event is excellent value for money, and should be on everyone's calendar.



INSURANCE AND LOCKERS

QUEEN CITY SOUTH

It was quite fortunate that the fire at the end of last season in one of the locker blocks did not destroy the entire building, not to mention nearby boats that were already hauled out for winter storage. The potential for damage was also greatly increased by the time of year, when the average locker becomes even more full than usual with equipment removed from the owner's boat for winter storage.

The loss to the Club was substantial, with extensive damage to one end of the building, and the entire contents of the Junior Club locker. There was also a considerable amount of damage to members' property, the worst being to my own locker, located next to that of the Junior Club.

I must admit that I had never given much thought to the subject of locker insurance, assuming that it lay somewhere in the middle of boat, home and Club coverage. I am sure many members are aware of what is and isn't covered, but I thought it might be helpful, particularly to newer members, to mention the following points:

The Club has insurance coverage for it's property, including, buildings, boats, equipment, etc.

The Club has no coverage for members' property. This is the responsibility of the individual members.

A claim filed against a typical boat insurance policy will almost certainly not cover all items lost, even if these are items which typically live on the boat. Bear in mind also that boat insurance policies tend to carry rather high deductible amounts.

A second claim will probably be required against a homeowner's policy to cover some articles. There may well be a grey area in the coverage for personal belongings between the two policies.

I had no idea of the replacement value of the contents of my locker until I took a complete inventory and shopped around for prices. I was amazed to find that the total was more than \$11,000.

I had decided to store Shadow's sails and upholstered cushions in my locker for the winter, but didn't because there wasn't enough room. This would have doubled the value of the contents!

Food for thought!

David Hall

With a number of Club boats away cruising at the moment, we thought it might be nice to bring you up to date on the available news of various members.

Dave and Josie Fowler, on board Solana II, have now been away for nearly a year and a half. After a successful passage to the Virgin Islands via Bermuda in the first Carribean 1500, they have made their way down the island chain all the way to Venezuela. We understand that they have now moved back up to Beovia Island in the vicinity of Grenada.

Several boats left last August and September to travel down the Intra-coastal Waterway to Florida, including David and Nancy Kent on Zarabanda, Peter and Tracy Jones on their new Passport, Peter Broecker and Sari Bercovitch on Willows Wind, Tom and Shirley Woodworth on Tawee and Dieter and Shiela Heins on Pilger. Bruce and Diana Robinson on Pure Magic set off a little later but we hear have caught up and are enjoying the trip.

We understand that some of these boats are on their way to the Bahamas, and should be there by the time you read this.

