

# CLIPPER

QUEEN CITY YACHT CLUB — SEPTEMBER 1999

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## Dry-sail launching area gets a refit

Dock and wood on seawall alleviate crush on race nights

An impromptu late August work party that set out to put new sides on the dinghy ramp grew in typical Queen City fashion into a complete and much needed renovation of the dry-sail launch area.

John DiLallo got things going when he invited a group to help install new sides on the south side of the ramp to prevent just-launched boats from drifting under the ramp. Ably assisted by Peter Broecker and Laurence Concannon, that project was pretty much completed in a day.

John doesn't do things by halves. Having gone that far, it was determined that the slope over the seawall leading down the dinghy ramp served little purpose, made it somewhat more difficult to use the ramp and tripped up unwary pedestrians on the way to the clubhouse.

The second weekend John, assisted by Norrie Macdonald, and Peter Finkelshtein from Tuscarora YC, had used the acetylene torch to cut the seawall down to ground height.

The appropriate planking to make the ramp more level with the shore was installed and new paving stones, wheelbarrowed to the site by Peter Broecker and Jeremy Ruskin stones, were laid.

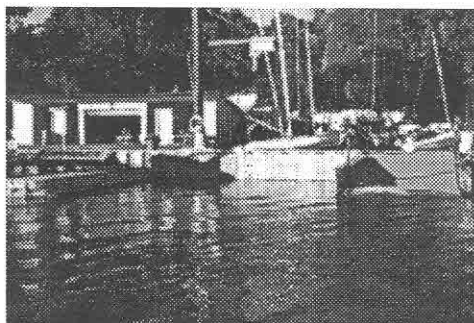
Meanwhile, many Star sailors, including Gord Jones, Dave Craddock, Tony Karahanas, Jim Finch, Kees Huismans and Tornado sailor Laughlin Hughes finished the sides of the ramp with vertical planking. As well, planking on a removeable frame was hung on the sea-

wall beneath the crane to insulate hulls from the unkind steel.

The pièce de résistance was a new dock that a crew led by mooring chairman Gary Hoeg and Bobby Peat launched and attached to the seawall to the south of the crane area.

The result is a thing to behold. The dinghy marshalling area now permits faster launching and provides space for rigging while others are launching.

The project, completed in two Saturdays was typical of thousands that have taken place at QCYC and undertaken the way things



Much needed improvements to the dry-sailing launch area will alleviate congestion on race nights and save a lot of boats' topsides

should be. Although it was never clear which board portfolio – yard, grounds, house and mooring were the most popular suggestions – should be responsible for the tab for the inevitable refreshments, somehow the tab got always covered. In one case by Dave Craddock.

Interestingly, the term work hours never came up – probably because most of those participating long ago exceeded their minimum.

Queen City owes a special thanks to Peter from *Cast Iron Lady*. Earlier this summer he pitched in on the balcony renovation. He was just as valuable working on the launch ramp.

Mooring chairman Gary Hoeg denies all rumours that the dinghy dock project was part of a plot to give him QCYC's only finger dock.



## The Work Party on Saturday, September 25 is a good time to pick up any needed work hours

### Function before form

*Relax. It's not another work party in the making but a suggestion for the Rapids Queen made 20 years ago*

As far as we've come in maintaining and improving the Queen City property over the years, there are still a few jobs that seem to have fallen through the cracks.

The development of the *Rapids Queen* is one that fits that description.

Last year, she got a paint and patch job and this year, the barge got new stanchions courtesy of Doug Harvey. And some picnic tables have been used on her periodically.

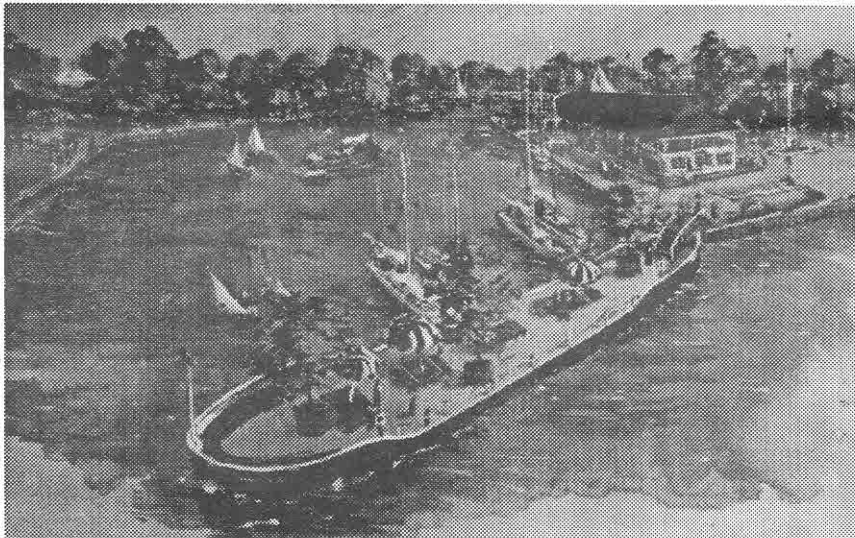
But she still has a way to go to come up to the luxurious standards suggested by Geoff Turner when he did this rendering a few years after the barge was put in place in 1979.

Of course, the mooring of visitors' boats on the south side, as Geoff suggests in his rendition (the original is in colour) is a decidedly novel concept that might be a little difficult to do these days, unless we restricted visitors' boats to


drafts of a foot or two unless they don't mind resting on the growing island and "reef" of zebra mussels. Neither is it clear whether the potted trees would survive a winter - or a summer

for that matter. When a cool wind pipes up from the north, the *Rapids Queen* isn't that comfortable for people, for sure.

Still, that's when the venerable barge does best the job she was designed to do. For 20 years the 194-foot boat that once ran the St. Lawrence rapids has been reducing the swell in the lagoon. Which is what Fred Mayerhofer said she would when he spearheaded the project to park her in front of the clubhouse.



*Geoff Turner's rendition of what the Rapids Queen could be has been around almost as long as the Rapids Queen herself.*

At the same time, even without the umbrellas, trees, and three-star table service, she's become one of Toronto Harbour's prominent landmarks. 



### Haulout Preparation Work Party - Saturday September 25 - 9:00 a.m.

**Concerned at not having enough work hours  
to fulfill the minimum requirement?**

**Fear no longer.**

The general work party day on Saturday, September 25 should help.

There are cradles to be pushed, ways to be levelled, and a new, small-boat way to be constructed. The mast storage rack has to be washed down and the portable one assembled. Dinghies and trailers have to be moved.

Not to be outdone, some of the other board members have some jobs lined up that are of a less physical nature but no less important.

*Naturally, those who have their required hours in are welcome – in fact essential.*



## *Gib softens his stand on felines in his annual attempt to be elected commodore*

### Editorial

*Gib Speight, the most unsuccessful politician since Joe Clark, inspires musings on QCYC's political and musical scene*

As usual, before the sailing season closes, Gib Speight is again plumping to become Commodore with his annual campaign platform. The Clipper is proud to continue the tradition and present his campaign elsewhere on this page.

We note with some consternation, however, that as the years go by changes have crept into his approach.

Not that it's anything as obvious as, say, an insistence that tender cards, menus and all signs on the property be printed in French and English or anything like that. Rather, it's more a matter of what *isn't* there this year.

Among planks dropped from his 1999 platform, for instance, is his annual promise to introduce tabby-burgers in the dining room, using QCYC's own home-grown livestock. Has Gib, overseer of the lockers, come to terms with the semi-feral yard cats that breed beneath his real-estate dominion? Was that an empty 50-lb bag of Miss Mew spotted outside Gib's locker?

We can't say for sure due to our lack of investigative resources. (Another reason is a reluctance to get involved in QCYC politics; our wrists are still smarting from the last time – which is our excuse for being late with this issue and we're sticking with it.)

None of which is to say we couldn't be persuaded to become politically active backing the right candidate. We can be bought. And fairly cheaply. Fact is, if any candidate promised a bagpipe-free season at QC, we'd toss in a lot of free full-page ads.

It's not as if there aren't options. How about Oom-pa-pa? Lederhosen's more appropriate on a boat than a plaid skirt. What about a Mariachi or Steel band? Or, for that matter kazoos or fiddlers? They're as closely related to sailing as bagpipes. Sound better, too.

Yeah, we know we're taking liberties with our editorial power here. But don't be too quick with the letters. Especially if you figure you've got Commodore Norrie Macdonald on-side. The thing is, Marlyn's on ours. She's confessed that she shares our views. Makes sense. Anybody ever known Marlyn to suffer noisy bags of wind?

Which gives us hope. When Norrie and Marlyn holiday, they go to Greece – as far from bagpipes as you can get. Don't be surprised if Norrie challenges Gib for Commodore with a promise of balalaikas and shishkebobs at Sail Past. Sure it'll sound, taste and smell like the Danforth. But a lot more of us know what a Danforth is than what a sporn is.

### **The Speight for Commodore in 1999 Campaign**

#### Election Promises

- I promise to do nothing, make no decisions, nor interfere with the running of the club by the Board of Directors. I will, however, get my tuxedo cleaned and attend all the commodorial functions around the lake. Some folks at Queen City will be proud of me
  - All executive meetings will be open for members to attend - if they promise to keep quiet during the excitement
- I'll restore the quiet pathways through the yard for those members whose lockers are on the wrong side of the tracks or whose boats are in the poor section outside the gates and/or on the American side of the lagoon
  - I'll introduce a new guest mooring privilege: two nights free but we give only what we get
    - The Duty Officer may spend any money collected at the bar
    - I'll introduce lawn bowling on the front lawn for older members
- Children welcomed in the Great Hall after 7:30 pm - if big enough to push boats or old enough to buy the commodore a drink
- There will be two launch dates: racers on Apr. 1 and everyone else May 15 (or the same date as IYC, whichever comes later)
  - There will be better reading lights in the washrooms. No more squinting while squatting
  - The club will be run 7 days a week during June, July and August. To hell with the expense
    - I'll have a swimming pool and palm trees installed on the Rapids Queen
    - I'll introduce a new award for Grouchy Old Geezer of the Year

#### **Why Speight? Why not?**

Why in 1999? It's the 507th anniversary of an old sailor and my mother will be 89.

Other suggestions of merit will be welcomed by the Speight for Commodore Committee. Openings available.

Authorized by the Geezers for Gib committee. Donations welcome. Minimum billing does not apply, however

