



# CLIPPER

*Queen City Yacht Club*

*October 2004*

## QCYC 115 Years!



photo by George Schlicht, thanks to Steve Manley

*One of the earliest known pictures of QCYC members.*



## QCYC Info

Algonquin Island  
Box 401, Terminal A  
Toronto, ON M5W 1C2

**MANAGER** Harry Howard  
**TEL** 416.203.0929  
**FAX** 416.203.0931  
**WEBSITE** www.qcyc.ca  
**E-MAIL** qcyc@attcanada.ca  
**RESTAURANT** 416.203.9007  
**JUNIOR CLUB** 416.203.8274

## Communications

The *Clipper* is published quarterly. Contributions may be submitted to the publisher via e-mail, fax or letter. While an effort will be made to publish submissions, the publisher reserves the right to edit material for length and suitability.

The QCYC *FLASH* e-mails are sent out on a regular basis, detailing upcoming events, last minute changes and items of interest.

To receive and to place notices in QCYC *FLASH* contact theflash@qcyc.ca

### CLIPPER PUBLISHER/EDITOR/DESIGN/LAYOUT

Glen Newbury  
QCYC Communications Chair  
**R** 416.203.1029  
**B** 416.423.8492  
**E** communications@qcyc.ca

### WEBSITE

David Hartman  
**R** 416.534.9848  
**E** david@snoekmedia.com

### QCYC FLASH

David Craddock  
**E** theflash@qcyc.ca

## Advertising

The *Clipper* offers members and non-members of QCYC a cost-effective way to reach an audience of avid sailors.

**Ad Rates** *Size Business card (3.5 x 2")*  
*Annual (4 issues)* *1x*

<b>MEMBER</b>	<b>\$75</b>	<b>\$20</b>
<b>NON-MEMBER</b>	<b>\$155</b>	<b>\$40</b>

**Classified Ads** Ads of 20 words or less are free for QCYC members. Ads should be submitted as digital files: Mac quark, eps, pdf, tiff, jpg (for tiff/jpg ensure 500 dpi if type, 200 dpi pictures). For information on placing ads for *The Clipper*, please contact Glen Newbury at any of the numbers listed.

## QCYC Board 2003

### COMMODORE DWIGHT HAMILTON

commodore@qcyc.ca  
Res 416.406.2064  
Bus 416.444.0105

### VICE COMMODORE TONY PITTS

vice\_commodore@qcyc.ca  
Res 416.360.0624  
Bus 416.506.0488 x 201  
Fax 416.506.9610

### REAR COMMODORE GRAHAM DOUGALL

rearcommodore@qcyc.ca  
Res 416.233.2277 voice/fax  
Bus 416.341.7500 x 3148

### FLEET CAPTAIN JIM THORNDY CRAFT

fleetcaptain@qcyc.ca  
Res 416-322 5209

### TREASURER PAT WHETUNG

treasurer@qcyc.ca  
Res 416.366.2345  
Fax 416.366.5678

### SECRETARY BELINDA JAMES

secretary@qcyc.ca  
Res 416.537.3412

### HOUSE CHAIR DAVID PEARCE

house@qcyc.ca  
Res 905 - 434 6030

### PAST COMMODORE DAVID HALL

pastcommodore@qcyc.com

### MOORINGS TOM KING

moorings@qcyc.ca  
Res 416-923 5377

### GROUNDS KEN OWEN

grounds@qcyc.ca  
Res 905 -567 7224

### MEMBERSHIP GEOFF HEATHCOTE

membership@qcyc.ca  
Res 905.822.3803

### PLANNING JOHN MOOREHOUSE

planning@qcyc.ca  
Res 416.203.0777

### ENTERTAINMENT NORM DILWORTH

entertainment@qcyc.ca  
Res 416.441.3616

### COMMUNICATIONS GLEN NEWBURY

communications@qcyc.ca  
Res 416.203-1029  
Bus 416.423.8492  
Fax 416.423.8298

### JUNIOR CLUB JONATHAN MOLES

learntosail@qcyc.ca  
Res 416 767 4951

### YARD CHAIR WAYNE LILLEY

yard@qcyc.ca  
Res 416-203 9975



# Sailing Then and Now

BY AL RAE JR.



photo by Tim Peters

*Al Rae Jr. 'then' greets Sari Berkovitch with Tracy Jones watching on at the Centennial Ball 1989, proving that for some people 'then' and 'now' is indistinguishable.*

## THEN

When I started sailing, boats were constructed of a natural fibre called wood.

Every spring you'd spent a ton of time getting a beautiful varnish or high gloss paint finish on your hull, hoping for good weather but not too warm so you could get the job done before the "fuzzies" started to fly.

The season started a month later, so the varnish could set in warmer weather.

Sails were made of Egyptian cotton and many hours were spent reaching back and forth to gently mold their shape.

I knew every boat on the bay regardless of their club.

The Sabot Pram was an 8' long, hard chined, plywood, homebuilt, cat boat, perfectly suited to introducing young tars the skills of helming, tactics and staying upright.

The only Junior training programme on the Lake was at RCYC for boys only. In 1952, sailing for QCYC (and crewed by Laurie Muir Jr.), I won the Aphrodite Cup, the top International Regatta for Juniors on Lake Ontario, much to the annoyance of RCYC, as I was Fleet Captain of their Junior Club at the time.

The keelboat Skippers wore their yachting caps complete with club crests while racing or just cruising.

We had an old heavy row boat that plied the lagoon, taking members to an fro from the Ward's Island Ferry Dock.

## NOW

Boats are constructed of a man made fibre called fibreglass.

You buff the hull and launch...then every once in a while you AWLGRIP to get that original luster.

We launch as soon as the ice is out of the lagoon then sit at mooring for a month waiting for warmer weather.

Sails are made from space age fibres that are computer designed, cut and glued to an optimum shape...but they still have a light dacron scrim somewhere in the construction as the rules state that sails still have to be "woven".

I know half the boats in my own club and only a few others out on the bay, usually skippered by old farts like myself whom I've known since we raced "Sabot Prams" together.

The Optimist Pram...ditto (but the fibreglass construction is professional and the chine is softer).

The QCYC Junior Club, founded by my father in 1953+/-, and the first junior sailing programme in North America to include girls, continues to challenge the RCYC juniors (Well done Sara Stoate et al).

The caps are worn only for special occasions like Sailpast and the Commodore's Dinner.

We have the well appointed, self propelled Algonquin Queen (II)

*continued on Page 10*



# Port Authority Blues

BY BILL FREEMAN

The Annual General Meeting of the Toronto Port Authority, held on Wednesday, September 29th in the Departures Lounge of the Fast Ferry on the Eastern Gap, could not have come at a worse time for the TPA.

The Fast Ferry to Rochester had been closed down three weeks before and the very day of the meeting it was announced that the vessel had been seized by U.S. Federal Marshals for non-payment of fuel. To make matters worse, an analysis of the TPA 2003 financials

shows operating losses of \$2 million at the airport, \$1.5 million for the port and an overall operating loss of \$5.37 million. Passenger use of the Island Airport had fallen to 38,000 in 2003, recently the leading medivac company abandoned the airport and the largest flight school has closed down.

Despite the fact that the meeting was held in a remote part of the Waterfront, it was very well attended by residents and boaters. The chief concerns of the members of the public were the fixed link to the Island Airport, the continued operations of the airport and the lack of disclosure of the financial statements. The questions were often heated. Henry Pankratz, the Chair of the TPA, and Lisa Raitt, the CEO, defended themselves but the questions about the viability of the Port Authority and their operations would not go away.

Perhaps the most revealing thing buried in the year end financial state-



*Has the Breeze passed us by*

ments is the admission that on August 18, 2003 the TPA signed what appears to be a binding contract with Aecon Construction to build the bridge for \$21.8 million. This contract was signed despite the fact that the Port Authority did not have the approvals to build the bridge and in fact still do not have the approvals.

This appears to be the nub of the problem with the city. The Port Authority has a binding contract with the construction company.

They want a settlement in which the city pays but the mayor has flatly said the city will "not pay one tooney." As one of the citizens at the meeting said: "Why should the city pay? You did not have all of the approvals."

All of this and a lot more bubbled to the surface of the Annual General Meeting. The feelings of the citizens at the meeting were summed up by Marc Brien, of Community Air, when he called for the dissolution of the TPA and turning its assets over to the city. Will this happen? Mayor Miller has made it very clear that he sees the Port Authority as the chief impediment to the redevelopment of the Waterfront, but the final decision is up to the federal government.

Keep posted. These issues are very important for the long-term viability of Toronto Harbour and recreational boating.

## *Q.C.Y.C. Events 2004*

Statutory Holiday	October 11, Mon.	Weekend Tender Schedule	Oct. 30-31, Sat., Sun.
Haul Out	October 16-17, Sat., Sun.	Weekend Tender Schedule	November 6-7, Sat., Sun.
Haul Out/Pot Luck	Oct. 23, Sat.	Weekend Tender Operations	November 13-14, Sat., Sun.
Haul Out (if required)	Oct. 24, Sun.	Annual General Meeting	November 26, Fri.
Daily Tender Schedule Ends	Oct. 24, Sun.		



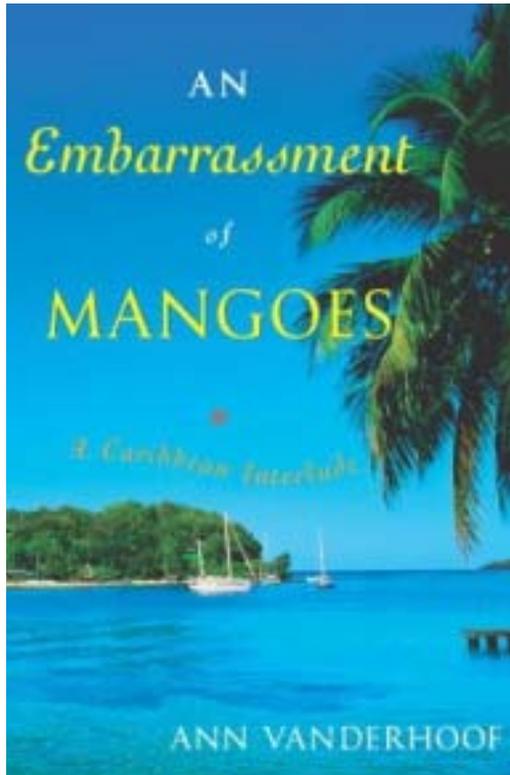
# Book Review: An Embarrassment of Mangoes

BY ROSALIND ROSS

There are those who are heading south like Rick and Wendy, or who are just at the early planning stages, like David and Kim or had followed Peter and Moya's fascinating messages on-the-go last year. Some have been there, others of us merely dream. Whatever your plans or inclinations there is a book that you must read.

Published just last year, *An Embarrassment of Mangoes* is as essential for active blue water cruisers as for the armchair sailor. Written by our own Ann Vanderhoof it is the fascinating record of two years heading down the island chains in the Caribbean. Most know Ann and Steve Manley on Receta as the publishers of the popular Ports guides. Some us know that they did head out from QCYC in 1997 for their voyage of a lifetime. Those of us who have read the book know it is much more than a log of that trip.

Technical enough for those who want to know how to plan, provision and navigate, the book is not a how-to manual of any kind. The title kind of gives that away. "Sail a scant 30 miles and be catapulted into another culture", is more like it. Wonderful contrasts keep the reader enthralled. One day Ann and Steve are wandering an isolated beach, another they are living off fish they've caught in a competition with other voyagers or they are wandering a busy market. They are becalmed, storm tossed, and at the most exciting part,



they find themselves sneaking past an erupting volcano without having their sails turned into lace by falling ash, or worse.

We learn the secrets of survival; the biggest one is not the gale or the engine failure, it's living on a boat with another person for two years. The V berth gets smaller, the watches seem longer, the tasks must be divided according to ability and they must be done, dreary as some are. We are saved from all this by Ann's uncanny sense of pleasure in all that the islands have to offer: sights, smells, people, adventures, do-nothing times, and food. Ann is a dedicated and creative cook. She shares her quest for local foods, rums, wines and the local people who are quick to tell a recipe or give samples.

If you aren't convinced about buying this book yet, you have to get it for the recipes. At the end of each chapter Ann includes something for everyone: plantain to lobster, conch to mango crisps, they are all

yummy. The Chesapeake Bay Crabcakes are so good that I can't even think of ordering ordinary ones in a restaurant anymore.

Keep in mind that *An Embarrassment of Mangoes* is not just another set of sailing tales.

*continued from Page 3, Then and Now, by Al Rae Jr. ...*

## THEN

Wednesday night Club races were the focus of the season.

Most QCYC sailors carried the burgee to the front of every competitive fleet.

The level of competition was keen amongst those who participated.

Women skippers were rare.

QCYC was envied around the Lake for it's welcoming warmth and friendly spirit.

QCYC was the only yacht club I wanted to belong to.

## NOW

Wednesday night Club races are the focus of the season.

Fewer QCYC sailors carry the burgee to the front of fewer fleets.

The level of competition is keen amongst those who participate.

Women skippers are everywhere and more power to them.

QCYC is envied around the Lake for it's welcoming warmth and friendly spirit.

After 58 years of Junior and Senior membership, QCYC is still the only yacht club I want to belong to.



Membership Card 1945



# 115 Years of

## The Lagoon, 1938



Lagoon 1940 viewed from Ward's Island, Club house far right. Smaller, fewer boats.

## The Men



Queen City Yacht Club Sailers enjoy dinner at the Royal Military Institute in 1938

## The Women



Wives of the 77 skippers watched on the QCYC wharf while the men raced, 1946.



Three unidentified Queen City Commodores show the early sense of decorum, 1890s.



Vivienne and Naomi Trudeau, along with Karin Larson (not shown), amid resistance break new ground by being the clubs first female senior members in the early 50's.



# QCYC History!

## The Lagoon, 2004



Lagoon 2004, seen from Erik and Jackie's digital camera. Larger & more glass boats, larger docks.

## The Men & the Women



photo by Laurence Concannon

Last Chance Cup. A slightly more irreverent day out than might have been seen in 1890 (see cover photo)!



photo by Pat Whiting, also part of the fine crew!

In the year 2004 at the QCYC Women create history by being the first all women crew in the Lake Ontario 300 and Women host arguably the most vibrant and exciting race of the season, the Women's Skipper's Race!



Dwight Hamilton, Commodore 2004 being the best example of a more casual style at the Queen City Yacht Club!





# A Fine Year of



photo by Laurence Connaman

*Buffy MacPhail & Paul Horne get ready for a wild 420 race night!*

## Wednesday Night Series 1

PHRF 1	1	Abracadabra	Klaus Noack
	2	Veloce	Peter Broecker
	3	GWTW II	Bill Eckersley
PHRF 2	1	Enkidu	Allan Rae
	2	Mrs. Jones II	Andy Small
	3	Abigail III	Antony Pitts
PHRF 3	1	Meridian	John Carroll
	2	One More Time	Paul Horne
	3	Assignment	Wayne Lilley
PHRF 4	1	The Wind	Steve Hills
	2	Zig Zag	John McCloud
	3	Fine Wine	Frank Bushe
GP	1	Guys & Dolls	David Hartman & Bruce Forbes
	2	Grasshopper	Mark Millen & Fran Ford
	3	Smooze	The Queens
Stars	1	Special K	Tony and Amanda Karahanas
	2	The Sting	David Craddock & Jim Finch
	3	"AJ"	AJ Jakubowska

## Wednesday Night Series 2

PHRF 1	1	GWTW II	Bill Eckersley
	2	Abracadabra	Klaus Noack
	3	Veloce	Peter Broecker
PHRF 2	1	Enkidu	Allan Rae
	2	Blythe Spirit	Steve Cutting
	3	Abigail III	Antony Pitts
PHRF 3	1	One More Time	Paul Horne
	2	Into the Blue	Richard Mair
	3	Etienne	Lloyd Taylor
PHRF 4	1	Mazzarati	Ron Mazza,
	2	The Wind	Steve Hills
	3	Voulez Vous	Thomas King
GP	1	Guys & Dolls	David Hartman & Bruce Forbes
	2	Smooze	The Queens
	3	Grasshopper	Mark Millen & Fran Ford
Stars	1	Special K	Tony and Amanda Karahanas
	2	Ariel	Don Ferguson
	3	The Sting	David Craddock & Jim Finch

## Wednesday Night Series 3

PHRF 1	1	Abracadabra	Klaus Noack
	2	GWTW II	Bill Eckersley
	3	Lotus	Ken Rodmell
PHRF 2	1	Enkidu	Allan Rae
	2	Mrs. Jones II	Andy Small
	3	Blythe Spirit	Steve Cutting
PHRF 3	1	One More Time	Paul Horne
	2	Into the Blue	Richard Mair
	3	Meridian	John Carroll
PHRF 4	1	Mazzarati	Ron Mazza
	2	Voulez Vous	Thomas King
	3	The Wind	Steve Hills
GP Forbes	1	Guys & Dolls	David Hartman & Bruce Forbes
	2	Grasshopper	Mark Millen & Fran Ford
	3	Smooze	The Queens
Stars	1	Special K	Tony and Amanda Karahanas
	2	Misdemeaner	Jeff Imai
	3	Dev	Brian Green



# Racing at QCYC



photo by Tim Peters

*Pam Mazza of Mazzarati Winning PHRF of the Womens Skipper!*

## Champion of Champion Awards

### Champion of Champions & Downard Cup - Enkidu – Allan Rae

1	Enkidu	Allan Rae
2	Abracadabra	Klaus Noack
3	Mazzarati	Ron Mazza

### Champion of Champions & The Matilda Frostbite Trophy (Star)

1	Misdemeanor	Jeff Imai
2	Special K	Tony and Amanda Karahanas
3	Ariel	Don Ferguson

## Junior Club Awards

**Most Helpful and Cooperative Junior Club Member - Sunfish Trophy** - Jamie Ingalls

**Most Improved Junior Club Sailor - Alan Rae Memorial Trophy** - Francis Valpy

**Best Junior Club Racer - George Annand Trophy** - Jed Lueras

**Service to Junior Club - Gayle Kay Memorial Trophy** - Eric Jakobson

## Club Awards

**Sportsmanship – Sportsman’s Trophy** - Pat Whetung

**Community Service - Bobby Norton Memorial Plaque** – Pam Mazza

**Service to the Club - Jack Alberston Trophy** – Garry Baker

## Sailing Awards

**Star - Wednesday Nights - QCYC Annual Regatta 1909 Class F - Special K** - Tony and Amanda Karahanas

**First over the Line - Starters’ Cup** – Enkidu – Allan Rae

**Overall Wednesday Champion - World Challenge Cup** – Enkidu – Allan Rae

**Best QCYC Yacht in Whitesails at QCYC Regatta - THC Plate** – Relaxo - Richard Murray

**Best QCYC Yacht in AHMEN Events - Snipe Class Trophy 1934** – Fine Wine – Frank Bushe

**Best QCYC Yacht in LORC Events - David Smith Trophy** – One More Time - Pat Whetung

**Best QCYC Yacht at Youngstown Levels - Hugh Pendleton Trophy** - Oskar - Jonathan Moles

**Best Performance In A Middle/Long Distance Race – Hole in the Wall Trophy** - Veloce - Peter Broecker

**Best Female Crew - Mrs. Jimmy Drury Trophy** - Moira Myszak

**Best Keelboat Crew - QCYC 16-foot Skiff Cup** - Chris Perdue

**Most Improved Racer - NYC 16-foot Skiff** – Ken Rodmell

**Smooth Bottom Society Award - Smooth Bottom Trophy** – Paul Horne

## Women’s’ Skippers Races

**Women’s’ Skippers (QCYC) & Marlyn McDonald Trophy & Women’s’ Skippers (Open) & 70th Anniversary Trophy - Special K** - Gerry Karahanas

**Women’s’ Skippers (KB) & QCYC Class A 1913 Trophy** – Veloce - Sari Bercovitch

## Women’s’ Skippers Races

Stars	1	Special K	Gerry Karahanas
PHRF I	1	Veloce	Sari Bercovitch
	2	Initram	Anna Tomlin
	3	Guys & Dolls	Kim Saunders
PHRF II	1	Mazzarati	Pam Mazza
	2	Assignment	Mary Partridge
	3	The Wind	Dawn Brennan

## Last Chance Awards

**Last Chance Line Honours & Annual Matilda Trophy - Abracadabra** - Klaus Noack

**Last Chance & QCYC Annual Regatta Cup – Abracadabra** - Klaus Noack

PHRF 1	1	Abracadabra	Klaus Noack
	2	GWTW II	Bill Eckersley
	3	Abigail III	Antony Pitts
PHRF 2	1	One More Time	Paul Horne
	2	Fine Wine	Frank Bushe
	3	Into the Blue	Richard Mair



# Win a Pitcher of Beer in the QCYC History Quiz!

Email the answers to the following questions to [communications@qcy.ca](mailto:communications@qcy.ca). The person with the most correct answers wins. In event of a tie the names with the most correct answers will be drawn from a hat. Answers will be published in the Flash along the winner in late October. Beer to be redeemed in the 2005 season as we welcome the 2005 season!

1. Who is this person and how has he been immortalized at the QCYC?



2. This 1906 British Admiralty map of the south east end of Toronto harbour illustrates the lack of a landmark crucial to the current location of QCYC. What is that landmark?



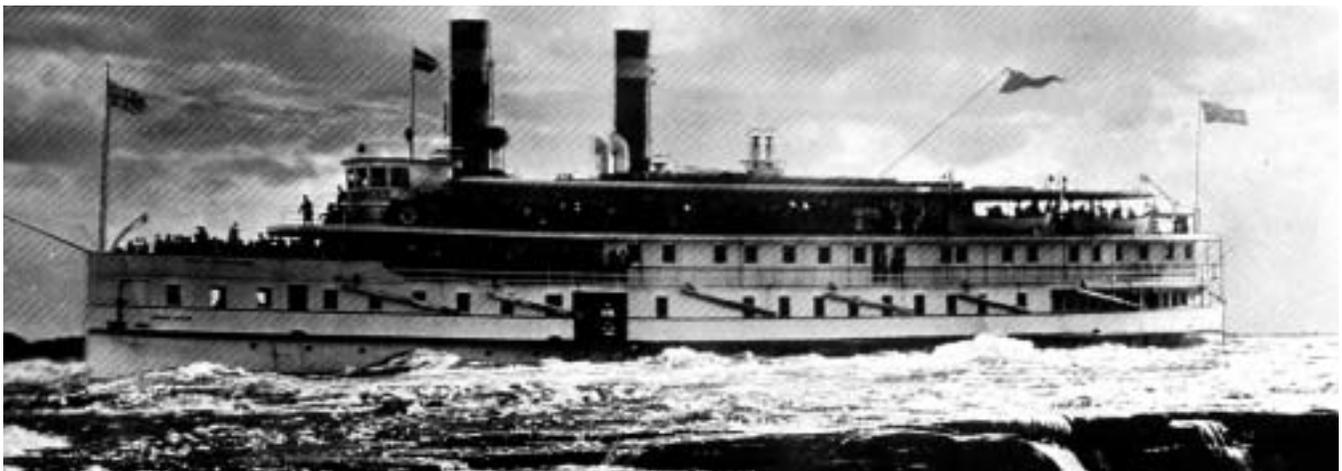
3. What building is this?



4. Who donated the cannon?



5. What ship is this? Where is it now?





# Commodore

DWIGHT HAMILTON



The season is winding down, and most of us are busy trying to get our boats organized for haulout. A shame really, since the weather this summer was not all that great and most of us did not get any really good sailing in. But, having said that, I believe we all had a good time anyway. I know Carol and I did.

We accomplished a lot this year and my thanks goes out to all who worked diligently to get necessary work done around the club. The new women's

washroom is an example of that, with a bit more work to be done after the club closes. Paving stones were leveled around the locker blocks with more work in this area planned for next year. Our garbage handling issues are not all solved and not due to any negligence on our part. The solutions have been researched, and with some cooperation from the City and Parks we might have a solution in place for next year.

The Junior Club program went exceedingly well. We now have in place a solid infrastructure to build upon. Given the new boats we have and the high level of instruction our instructors have been delivering, the board has decided to offer some help to send boats to Cork next year.

I would be remiss, if I didn't mention the Yard chairman and his happy bunch of elves. You may not notice it but a lot of work was done regarding the cross haul system, the winch house and remedial repairs to some of the ways. No small task.

Four new docks were put in creating eight new slips. At this point we are putting a docking/mooring plan together which you will all get to see at the AGM. This is the clubs future and I would like to get as many folks as possible to comment on it and make suggestions. It's the boards intention to implement it over the next couple of years. Apropos to this is a docking/mooring protocol, which will also be revealed at the AGM.

Approved for this fall and into the spring are: new windows for the west side of the Great Hall, rebuilding the railway and some necessary work regarding toxic waste and how we are to handle it in the future.

I end this on a rather sad note. Norrie and Marlyn MacDonald are leaving the club to pursue other interests. Their contribution over the years has been instrumental in the clubs growth and wellbeing. Norrie served on the board in several positions, Yard, Moorings and Commodore. If you look around the club, you'll see his handy work. He built the mooring barge, dingy crane, new kitchen in the club house as well as performed several other services for the club. It was Norrie, When commodore, who suffered through the approval process that brought us the new tender. And it was Marlyn who for many years ran the Woman's Skipper's race. We will be sorry to loose them.

The AGM is coming up in November. Details to follow.

# Fleet Captain

JIM THORNDYGRAFT



Well it has been a rather busy year for Fleet with the creation of a Fleet Committee, new city side docking, new tender captains, moving the life raft and reclaiming the rear deck, new floor and benches on the Robbins, painting etc etc etc. These were part of the my laundry list of about 75 things to do or consider. The Fleet Committee also discussed numerous other items thruout the year. One of these was the replacement of the

main cabin windows on the AQII for passenger comfort, and install a number of the existing windows in the wheel house to improve navigational visibility. The fly in the ointment became Transport Canada, who insisted that we would have to obtain a new stability report from a marine engineering firm. As this is a bit pricey, it has moved to the back burner.

If you recall, Fleet also issued each senior member with 5 return tender passes to be used for the members guests. We issued approximately 1400 and redeemed 750 one way tickets. These passes were valid until September 30 and the unused ones will have expired by the time you read this Clipper.

The Fleet Committee is currently starting to put together a preliminary budget for next year. So if you have any suggestions for new equipment, changes in operations etc., please jot them down and mail or e-mail them to me so the Committee may consider them. Please no verbal comments, as they are only worth the paper that are written upon.

Lastly I would like to thank those who joined in many work parties, the Fleet Committee members and Harry Howard for their time and efforts to make the tender operations run smoothly for you the members.

# Late Fall Tender Schedule



All times are departures from City — Pier 6  
Deduct 15 minutes for Club Departures  
\*Robbins Freight Runs — time approximate

To confirm Schedule at Club or on the QCYC office voice mail: 416.203.0929, press 1.

SUMMER, SEPTEMBER 27 TO OCTOBER 24							
MON	TUES	WED	THURS	FRI	SAT	SUN	HAULOUT
a.m.							7:15
							7:45
8:15	8:15	8:15	8:15	8:15	8:15	8:15	etc.
							8:45
						9:15	9:15
10:15*	10:15*	10:15*	10:15*	10:15*	10:15	10:15	10:15
					11:15*	11:15*	11:15*
p.m.	12:15	12:15	12:15	12:15	12:15	12:15	12:15
							1:15
2:15*	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*	2:15*
							3:15*
							3:15
4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
5:15	5:15	5:15	5:15	5:15	5:15	5:15	5:15
6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15
7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15
				8:15	8:15	8:15	8:15
					9:15	9:15	9:15
				10:15	10:15		
				11:15	11:15		
a.m.				12:15	12:15		
Special Events						(1:15)	
*Robbins Freight Runs							

The Tender is for the use of QCYC Members, their guests and guests of the Club. To provide assistance to the boat captains; Members are required to show their Tender Pass upon boarding the boat at the City Station. Guests are required to pay \$6 upon boarding at the City Station. Members may pre-purchase Guest tickets: single (\$6); or books of 5 (\$25).

# Restaurant and Bar

## HOURS OF OPERATION 2004

### THANKSGIVING WEEKEND

	RESTAURANT	BAR
Friday	5-9 pm	5-9 pm
Saturday	9 am - 9 pm	12 - 11 pm
Sunday	9 am - 9 pm	12 - 9 pm
Thanksgiving	12 - 8 pm	12 - 9 pm

### HAULOUT WEEKEND

	RESTAURANT	BAR
Friday	5-9 pm	5-11 pm
Saturday	9 am - 8pm	12 - 11 pm
Sunday	9 am - 8pm	12 - 9 pm

### POTLUCK WEEKEND

	RESTAURANT	BAR
Friday	5-9 pm	5-9 pm
Saturday	9 am - 3 pm	12 - 12pm
Sunday	9 am - 5 pm	12 - 5 pm



**OUTER LAYER**

## 20% OFF

- spa-quality skin care products & bath accessories.
- Great for Sailors after a long season in the wind & sun!
- the best Burt's Bees selection in the city!

VALID ONLY AT

577 Queen St. W. Toronto M5V 2B6 416.869.9889

Present this coupon to save 20% off your next purchase of all regularly priced products at Outer Layer. Offer expires March 31, 2005.

# RIGGING



# SHOPPE

## MARINE SUPPLIES FOR POWER & SAIL

44 Midwest Road, Toronto, ON M1P 3A9  
Tel: 416-752-1711 Fax: 416-752-1713  
www.riggingshoppe.com

**Winterize your boat right**

\*Antifreeze, cleaning supplies, fuel additives and winter tarps available now.

\*Not sure what to buy.....ask the experts!



Algonquin Island  
Box 401, Terminal A  
Toronto, ON M5W 1C2