QCYC CLIPPER

Queen City Yacht Club **120 Years** *July 2009*

Picture from QCYC Centennial Book by Wayne Lilley

Classical Queen City
1889-2009
Anniversary Edition

QCYC Website Update

Rosalind Ross, Communications

The club website is a work in progress. Building on the re-designed format, with contributions from Sandra Wood, Martin Snelgrove and David Hartman, new sections have been added and some repetition erased.

One goal this year is to expand the roles of board members and others who are comfortable with editing so that the tasks are shared. Graham Dougall manages the Sailing/Racing sections. Wayne Lilley took on some content editing last year and started the Breaking News announcements on the main page. While I tried to do some basic house cleaning on the site, as well as updating the announcements, it was a surprisingly Sisyphean task, all uphill. New member Mark MacRae has been added to the team to fix more of the gremlins that creep into the code.

Another goal is to have members use the site regularly to check tender schedules, events, etc. and, if you have little to do on a rainy day, you can always read by-laws or the Handbook.

If any members happen to notice anything amiss, or would like to see some different content, please send an e-mail to communications@qcyc.ca and we will see what can be done.

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Advertising

The Clipper offers members and non-members of QCYC a cost-effective way to reach an audience of avid sailors. 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 300 dpi if type, 200 dpi pictures). For information on placing ads for *The Clipper*, please contact Rosalind Ross.

Rates for Business Card size (3.5 x 2")	Annual (6 issues)	1x
Member	$120	$30
Non-member	$240	$60

Commodore

Jim Thorndycraft

For those who missed the Blessing of the Fleet and Strawberry Social, there is always next year. For those who attended, I am sure they enjoyed it as much as I did. The blessing was started by Toronto island sailors just after the second world war.

But you have a chance to attend another great event. That would be our 120th year celebration on Saturday July 4, 2009. Pat Whetung, your Vice Commodore, has taken on the task for this event. Her plans and arrangements are stunning. So make sure you attend and learn more of our heritage. There is also a rumour that Randy Benoit has written a song for us in celebration of our Club's great history. I'm sure it will be in the top 10. Don't miss it.

We have one significant issue that is currently being dealt with. That is our municipal tax assessment. The City has filed a Request for Review with MPAC who came up with the assessment. The City along with the yacht clubs it leases land to, also believes that the assessment is excessive. We have also filed a notice for the Adjustment Review Board in case the city is not successful in its bid to lower the assessment. I also recently received information on the assessment for the Outer Harbour Marina that could bode well for us. I have been advised that it may take up to two years to get the issue resolved. In the meantime, we will need to pay our property taxes based on the recent assessment. When and if successful in lowering the assessed value, we will obtain either a refund or a credit against future municipal taxes.

The Club however is enjoying another successful year, both financially and more importantly in spirit. However it is hard to believe that June is over. So much sailing to do before the leaves start to fall. Hope to see you on the water somewhere.

Moorings

Rick Hardy

The Yellow Dock

The Board would like to thank all those members who attended the May 29th. 2009 Yellow Dock Meeting. A special thank-you is given to Rick Jackson who presented an option of building and installing new docks ourselves, rather than having docks manufactured and installed by Con-o-Lift / Kropf Industrial Inc.

After much consideration and debate, a final decision was made at our June 18th, 2009 Board Meeting to proceed with the professional installation of a new Yellow Dock. At the end of the day, it was felt that taking on the task of actually building and installing all these docks ourselves would be burdening the total membership of our Club with literally thousands of additional work hours.

As an example of the time involved to complete various projects ourselves, the repairs this spring on the foot bridge to the Rapids Queen took almost 200 man hours. Those 200 man hours would pale in comparison to the work involved in building and installing a complete new Yellow Dock ourselves.

This decision was not taken lightly; however, we strongly believe it is in the very best long-term interest of our Club to have professionals build and install the new Yellow Dock, rather than attempt it ourselves.

The replacement of the Yellow Dock is a project that has been in the planning stage for a number of years. We are pleased to report that it is our intention to see this project through to its completion by the spring of 2010.

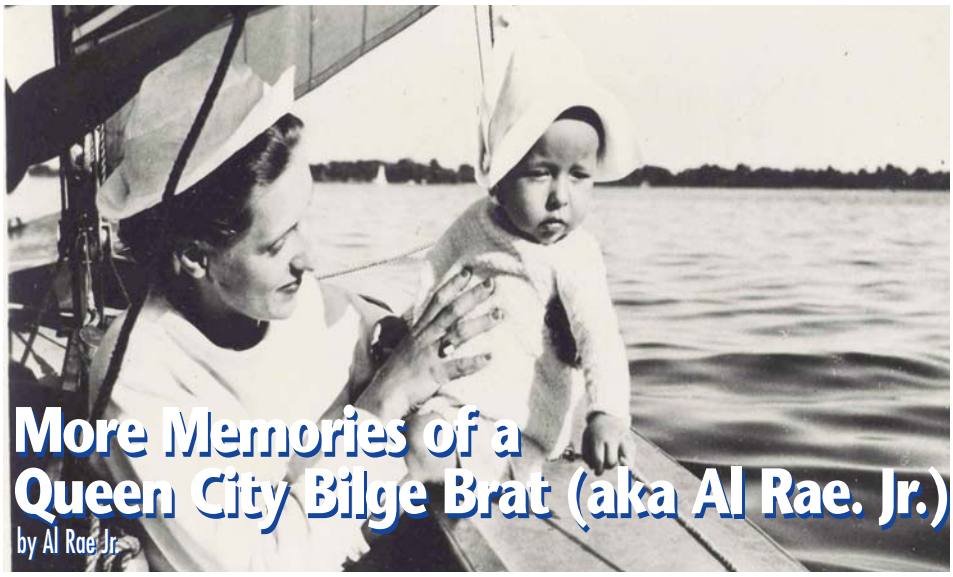
We again thank all those members both on and off the Board, who have contributed their time and effort to make this project a reality.

Learn to Sail

Terry Hofkirchner

Not that the weather for most of June had foreshadowed the coming of summer, but the kids summer camp begins in a week. As a promotion, throughout the remainder of the season, the early bird discount is being extended. Spaces are limited for sessions 1 and 2, although still available, but several spaces are available for sessions 3 and 4. This leaves the pricing as: Sessions 1 and 3…Members $310 Non members $340, sessions 2 and 4 members $350 and Non members $380. Please let your friends, neighbours know about the virtues of their children learning to sail at QCYC.

We have found an instructor for our adult Learn to Sail program, our own Bridget Bowskill. If you have an interest in taking a course taught to the CYA Basic Cruising Standard, please forward an email to learntosail@QCYC.ca ASAP. I'm presently coordinating the timing of courses to be run. A number of individuals have signed up for programs and additional spaces may be limited



More Memories of a Queen City Bilge Brat (aka Al Rae. Jr.)

by Al Rae Jr.

Al Rae Jr., age 3

A quick recap. We summered in the big locker under the club until 3 Nottawa was built in 1942 which became the "Queen City Annex" to many members as they accessed Dad's skills and knowledge as well as his well equipped workshop. I became a Junior Member in 1946, an Intermediate in 1952 and a Senior in 1957. So I have been around Queen City for my entire life, 73 years, or more than half the Club's existence. Kind of humbling as we celebrate our 120th year.

The Great Hall

It amazes me how the integrity of the original Clubhouse structure has withstood time and tinkering, with renovations and expansions of various activities and their relocations on both levels. As mentioned before, the original ground floor had a series of large lockers on the east and west faces and the office was located in the south/east corner.

The second floor has always been dominated by the Great Hall and its magnificent view of the Bay and the City skyline beyond. The original dining room, bar, kitchen, washrooms and showers were located at the south end, wrapping around the main stair with a corridor down the west side of the stair providing access to the washrooms and kitchen.

A large trophy case once stood centered at the north end, separating the Great Hall from a Lounge overlooking the Bay. When the trophy case was removed, sometime in the early 60s as I recall, the Great Hall came into its own as a feature focus for our formal and informal functions.

The wood trusses that span the Hall from wall to wall are key to that grand feeling. Some years ago when I presented permit drawings to the City for some aspect of a club reno, I was asked where the columns were. I stated there were none and that free spanning wood trusses had created a column free space. This resulted in a look of disbelief on the face of the plan examiner and a bit of a smirk on mine.

During the 50s, stags and smokers were held in the Hall throughout the year. Darts were played with great gusto by a group of cronies who called themselves "The Loyal Darters of the Empire" (a fore-runner to Garry Baker and his "CUE-C Y.C." pool sharks).

The smokers were exactly that…one couldn't see through the purple haze of cigarette smoke by the end of the evening and no one thought very much about it in those days…as they played poker, drank beer and told tall, tall tales.

The stags were sometimes something else again and I understand that karin larson may have some thoughts to share in that regard. Of course, QCYC was essentially a male stronghold, as were most clubs at that time, so our "social" development lacked balance. karin and Noni and Viv, the Trudeau sisters, had recently become boat owners, thus qualifying for acceptance as senior members. But only for certain aspects of Club activities and certainly not for stag nights.

The QCYC Regattas were the traditional season closer for the Toronto area clubs and a grand time was had by all participants in the Great Hall, encouraged by free meals, beer, the singing of chanties and the chance to dance the night away. The crowds were large and noisy to say the least.

Tom and Jean Nimmo had one of the large ground floor lockers, roughly in middle, on the west side of the Club. One boisterous regatta evening they were in the locker chatting and decided to join the party upstairs but they couldn't get out. There were so many revelers on the dance floor that the floor had sunk and jammed their locker door. Their calls for assistance went unheeded as they were drowned out by the merriment and music above. They eventually got out about three in the morning as the party pitch died down.

One special Great Hall moment stays with me and I get a shiver down my spine every time I think about it.

Bobby Norton had sailed with my Dad, aboard Valhalla for many, many years and was a loyal Club member. During our Centennial Year, the Board gave Bobby a testimonial dinner in recognition of his time with the Club and the good works contributed.

The head table was set against the west wall of the Great Hall and there was a packed house to celebrate the occasion. Tributes aplenty were directed towards Bobby. I had thought the occasion was an appropriate time to present a half model of Valhalla to the club, through Bobby, as a stalwart crew member of the beautiful ship that had carried the QCYC burgee to every port on the Lake.

The night was calm, with a full moon reflecting off the waters of the Bay. I had just finished my comments and was handing the half model to Bobby when the center two French doors on the lagoon side of the Hall blew open and a waft of air filled the room. As one, we all turned and said "Hi Al"…as it seemed only right that he should join us to share the moment. (Here come the shivers again as I type this.)

Thanks to Vice-Commodore Pat Whetung, the Great Hall has seen gatherings to celebrate the heritage and history of the Club and milestones of the members (mine was the fact that I became a Senior Member the year Paul Horne was born). Members and friends have exchanged wedding vows and kicked up their heels during the receptions that followed.

As the City skyline changes, the Great Hall remains a constant. Such a great Great Hall. It keeps getting better with each event that adds to its treasure of memories.

And I look forward to sharing more of mine in Clippers to come.

The Rapids Queen

by Tony Araujo

Rapids Queen on a flat stretch of the St. Lawrence circa 1909

Thirty years ago this past April the hull of the Rapids Queen came to rest where she lies today at the mouth of the lagoon between Algonquin and Ward's Island's. April is also 117 years to the month when she splashed into the Delaware River off of Chester, Pennsylvania. Her broad flat bottom, designed to draw just 5-1/2 feet, made her a perfect breakwall on the sandbar that started forming almost as soon as the Club arrived on Sunfish Island. The stories experienced by this ship before she came to rest here at Queen City are at least as interesting as the story of Queen City itself.

Back in the mid 1800's, travel around the Great Lakes and the St. Lawrence was dominated by steamships. Trains were just being introduced into common usage but the only easy method to travel between communities from Niagara Falls to Quebec City was by water. Numerous Canadian and American companies competed for this passenger and freight traffic. One company, the Richelieu and Ontario Navigation Co. (R & O) emerged to dominate the passenger business on Lake Ontario and the St. Lawrence river and grew throughout the second half of the 19th century.

The R&O (which eventually became part of Canada Steamship Lines), transported passengers between the bigger communities of Toronto, Rochester, Coburg, Kingston, Montreal and Quebec City. Those traveling between Kingston and Montreal had to transfer to specially built shallow draft ships that were designed to travel downstream through the rapids and back upstream though the locks (the earlier version of the existing Seaway). The Rapids Queen was one of three ships (along with the Rapids King and Rapids Prince) that the R & O used in this service between 1892 and 1949. The ships were luxuriously outfitted with wood paneling, carpets throughout and equipped with a dining room and individual staterooms.

Much of the traffic was American tourists. The trip "Niagara to the Sea" was advertised in newspapers throughout the U.S. Passengers would board at Kingston or Cornwall in the morning and then travel through five sets of rapids, the Galop, the Long Sault, the Coteau, and the Cedars, and the Lachine, arriving at Montreal before nightfall. The ships would return to Kingston using the canals.

On the downstream journey, they would travel through the boulder strewn rapids at speeds upwards of 20 knots. The exterior of the hull of the Columbian (as the Rapids Queen was known from 1892 to 1905) was originally lined with elm wood, apparently to provide an extra measure of protection from the odd scrape with a rock. Even though there were many "incidents" there doesn't appear to have ever been any injuries or fatalities associated with these exciting rides.

The first of many such incidents came just a couple of weeks after the Columbian started her rapids service. On August 16, 1892. as she approached the Cedar rapids, just above Montreal, her steering chain broke leaving Captain Batten unable to steer the vessel. The passengers standing on the foredeck, dressed in their Sunday finest, were completely oblivious to their predicament and thought that it was just "part of the fun" as the Columbian bore directly down onto Crane Island. They must have begun to think that something was amiss when there was a big crunch and the bow lifted out of the water as she rode up onto a rock ledge. As her bowsprit became entangled in the trees of Crane Island, they finally realized that the "fun" was now over. The strong current, swung her stern around and she came to rest alongside the island.

For the 200 American passengers, the real fun just was beginning. The crew leapt into action and cleared a path for the passengers to disembark onto the island. Farmers who could see the Columbian hard aground in the river, rowed out through the rapids to rescue the passengers and bring them to shore. One rescuer, described as a “big French Canadian” was a little more enterprising than the others. After loading up his boat with frightened passengers he began the trip back to shore across the strong current. Before reaching shore and out of sight of the ship, the rescuer proceeded to demand $1.00 from each of the passengers or they wouldn’t be landed. Some passengers reported that violence was even threatened! The Columbian was out of service for the rest of that first season. For the next three decades she plied the rapids of the St. Lawrence River, taking thousands of tourists on thrill rides through the rapids.

As she neared the end of her passenger service, she became famous again for serving as a floating booze parlour for American pulp and paper magnate E. W.

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THE SLEE FAMILY HISTORY AT QCYC –PART II

By Richard Charles Slee, Century Caprice

Richard Slee's Great Grandfather Richard with his eldest son, William Reginald Slee (my great uncle Reg) inside the Club in 1903 (the Magazine Reg is reading is dated 1903).

The Slee family has had a relationship with QCYC that dates back to 1890 when my Great Grandfather Richard Slee joined Queen City Yacht Club 10 months after its founding in 1889. I will continue the story starting in 1899 when Thomas Robinson "Bob" Slee aged 21, younger brother to Richard joined the Club. Bob in all likelihood was just completing his apprenticeship under his older brother as an engraver. Whatever the reason for joining, sailing was not his forte and he resigned two years later.

In the fall of 1900 Richard was elected Vice-Commodore. Minutes of the Executive Committee show that he had already served on the Committee from 1898 onwards but it is not clear from the minutes in what capacity. Over the next two years he would have been heavily involved in the building of the new Club House (QCYC had rented accommodation during the Club's first decade) which was opened in 1902 (see picture on front cover).

The Club House was financed through a company set up for the purpose called QCYC Ltd. of which a third of the members, including by Great Grandfather, purchased shares to build the club house.

In 1900 a close boyhood friend of Richard's, Harry Sweetlove, joined the Club and within a year joined him on the Executive Committee. Harry was to become the Club's Hon. Measurer (see photo bottom right).

Richard was still sailing his 16 foot Gaff rigged sailboat the "Caprice", but he and other 16 footers were being beaten consistently by A. J. Phillips (another member of the QCYC Executive Committee) in "Whitecap". So successful was "Whitecap" that a number of sailors in different Clubs were having boats made in "Whitecap's" likeness. By 1903 Richard had purchased a new boat, which he called the "Attempt" which he often sailed with Harry and though winning or placing well he did not seem to do as well as he had in the "Caprice".

On March 4, 1902, according to the Toronto Star, Richard Slee, the incumbent Vice Commodore, William Withrow, and Rear Commodore William Ward were nominated to stand for election as Vice Commodore and Richard withdrew, so that Withrow become the next Vice Commodore. There is no reason given and none that I could find in the Club minutes. Richard continued to serve on the Executive Committee, which was now called the Management Committee, until his resignation in September 1903 which was accepted with regret but with the Committee's appreciation of his past service. He continued to serve on various Club committees until

Harry Sweetlove

Launch of the Slee motorboat "Ein Prosit"

1905. After this time his name does not appear again in existing Club records until 1914.

The reason for his withdrawal from Club activity most likely was his move to a new house which he began building with his father William (my GG Grandfather) who was a carpenter, in April 1905 on Lakeshore Road on Humber Bay just beyond the Humber River on Lake Ontario (across from what is now Christie Biscuits – the house was torn down in late 2008 to make way for more condominiums). Transportation links to the City were not as good as they are today – you either took the Radial (the precursor to the Street Car) or a horse and buggy. He also constructed a boathouse in which he stored his sail and motor boats. The marine railway should be familiar to sailors at QCYC (see picture above).

At this time Richard Slee was also working his way up to become Superintendant (CEO) of Stone Ltd. Lithographers which along with his young family of four, Richard Henry (my Grandfather) being the final addition born at Humber Bay December 21, 1905, was most likely an additional challenge.

The Slee's "cruising" sailboat in front of the "Ein Prosit" on which you can just see the QCYC Burgee. 1915.

At the Annual General Meeting in April 14, 1914 it was decided to amalgamate QCYC Ltd. with the social organization. The frustration of the Executive Committee having to issue orders and requests to the QCYC Ltd about conditions in the clubhouse were fairly silly as many of the executive were also shareholders of QCYC Ltd. Individuals like my Great Grandfather who had held shares in QCYC Ltd. for the 14 years preceding the amalgamation were given a life membership and new shares in the new Club in which it became mandatory for a member to own shares.

In 1914, with the coming of the World War I, the Club found its resources severely stretched which was made worse by the Executive allowing members who were on active duty overseas to forgo their fees. Richard attended his first AGM in 10 years in 1915 where Tommy World was once again elected Commodore (our founding Commodore served in that office on and off for 14 years – see the front of your Roster for the specific dates). Richard is nominated in March 13, 1916 to the Board of Management and then elected on April 11, 1916 to the new Board of Directors (only four members added to the Executive versus the 6 to 8 on the Board of Management Committee). In June of 1916 Richard's beloved wife of 24 years died of cancer. The Club Executive expresses it condolences and is recorded in the minutes. He misses only two meetings of the Board. He continues to be elected and serve on the Board of Directors for the rest of the decade.

From reading press reports in the Toronto Star and Toronto World Newspapers of the time there appeared to be two major types of sailboat races. The around the buoys race and the cruising race between two cities. Regattas were also held all over the Lake by the Lake Yacht Racing Association to which Richard Slee was elected to various executive positions in the early part of the 20th century. Navigation was a bit more challenging than it is today (no GPS or RDF etc). You had to use a compass, chart, binoculars and dead reckoning. A picture of my Great Grandfathers compass and binoculars are below.

Another aspect of having a boat like the "Caprice" or "Attempt" was that there were few Mediterranean moorings or docks. Most clubs used mooring buoys in a designated anchorage which the Executive Committee of the Club was continuously having to deal with. You had to have a "dinghy" (small boat in Hindi) to row out to your boat. Each boat's owner had to be clearly identified (if someone took your dinghy you couldn't get out to your boat as your dinghy would be tied to the other sailor's mooring buoy). Richard attached a plate with the Slee name deeply engraved, the plate was passed on to me and a picture of it is below.

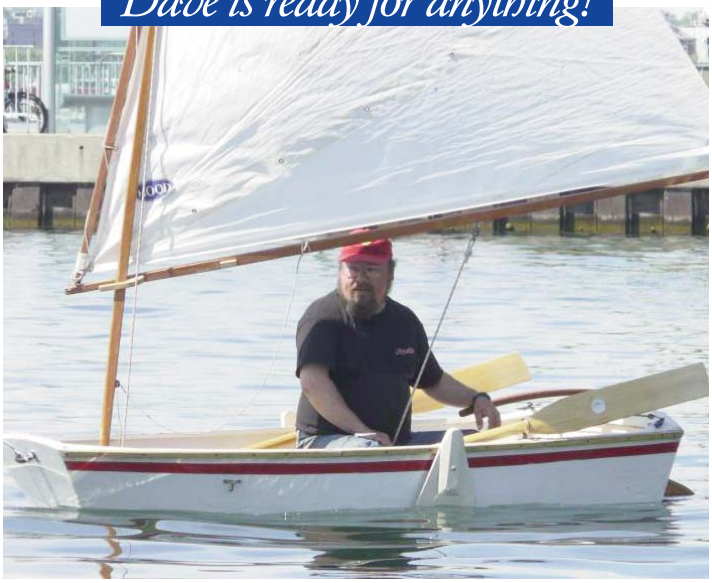
(to be continued in future issues)

Gunning in the New Boats

Each year it is the custom to give a three gun salute to the boats new to the club since the previous season, whether brand new or two-footitis new. A few were not at the club yet or not yet ready for prime time; they will have the chance to join the parade next year. Whit Webster was the cannoneer, with help from Paul Horne and a gallery of critics.

Blue Rose Dana Beeton
Tenacious Rob and Denise Nicholson
Breakin Wind David Smith
Panache Mark MacRae
Ta-Keel-Ah Randy and Adrianna Benoit
Adventure II Martin and Linda Hodgkinson
By Default (aka Sea Witch for now) Craig Robertson and Nancy Patterson

Dave is ready for anything!



Dave Robinson gets ready for the Wednesday race.
"It may not be the fastest boat, but the perf is great! Though after a lot of thought, we've decided not to do the 300 this year."

Saving the club, a day at a time

Andrew, Dwight and Tom saving the AQII,
adrift in the harbour. For 120 years members have contributed to making our club the great place it is.

Who is this Mystery Man?

One of the more colourful former members dropped by for a chat with long time friends last month. Do you know who he is? Come to the celebration July 4 to find out and perhaps hear some of his stories.

Picture of the Month!

Winner of this months Picture of the Month is Oscar Carlson-Whan age 8.
His parents will get him some ice cream while they enjoy the pitcher.
Contact Rosalind Ross for your pitcher! Do you have a good photo you've taken around the club? Do you like beer?
Send your photos to communications@qcyc.ca

Fleet

Gary Hoeg

We are very grateful for the assistance we've received from members who continue to help us with the tenders. Randy Benoit, Laurence Concannon, Paul Horne, and Whitney Webster all worked on the Robbins to repair the steering which had seized. After hauling the vessel and whacking the rudder with some well intentioned blows, it was determined that the problem simply rested in the steering box. It was quickly rebuilt and greased and thanks to their efforts the boat was put back into service for the convenience of everyone.

While working inside the vessel, however, it was discovered that significant amounts of water had accumulated in certain sections of the hull. Areas of concern were the bow, and sections underneath the engine and transmission. The existing bilge pump was inadequate to keep these areas free from water and, as a result, a plan was devised to add additional bilge pumps to remove water throughout the hull. This should help to protect the hull from further rust, but more importantly remove any excess moisture which is also beginning to attack the engine. We also plan to install blowers inside the engine compartment to keep the area as dry as possible. I'd like to thank John Heath and Randy Benoit for installing the first of these bilge pumps now located in the bow and agreeing to working on the rest as the season progresses.

The spring work party day was also helpful in getting the tenders ready for Sailpast. Some members like Ken Rodmell and John Carroll decided to get a head start on the day by cleaning the AQII from stem to stern during the week. Tony Pitts finished the job by cleaning the windows inside and out. Ken Rodmell also finished the back step in the aft deck and is anxious to start the rail, although he was instructed to talk to Freddy Mayerhofer first. Whitney Webster worked on replacing the cabin lights in the bow and we now have light in that area which is especially helpful to members sitting there at night. Mike Darnbrough, Sarah Currie, and Sandy Mandel also worked on painting the Robbins to give it that new boat look.

With the help of so many members we were able to make a significant dent in the amount of work that needs to be done on the tenders. While there is still more work to do, it will eventually all get done because we have so many members willing to contribute the time and expertise necessary to get the job done. Thanks again to everyone for helping out so far.

New Member Profile:
Amela Simic

Amela, a new associate member, knows Glen Newbury through work. She says that Glen talked about QCYC with such passion that it took her five minutes to decide to join. She has discovered that everything he claimed was correct: affordable fees, laid-back atmosphere and friendliness of everyone she's met so far. As an inexperienced sailor, she gladly accepted Brad Hearn's invitation to join him and his crew on Wednesdays to learn the ropes on Lake Effect. For the record, she reports that it is not her fault that they lost a few weeks in a row. Amela would like to own a sailboat and, when she's ready, cross the Atlantic.

Martin and Linda pictured left.

New Member Profile:
Martin and Linda Hodgkinson

Martin and Linda have been sailing and cruising for many years, starting with a half share in a Classic 22 day-sailer, then a Shark, then a C&C 25 when they first had kids. They are now here at QCYC with their C&C 32 named Adventure II for which they are considering a name change and renaming ceremony.

Martin and Linda have enjoyed visiting the Club and meeting its members as guests. They feel that "the location and the ambience of the Club just can't be found anywhere else." They are enjoying being here and look forward to becoming more involved. They are considering joining a racing team. As well, their son Stephen has joined as a student member so they plan to do some sailing with him.

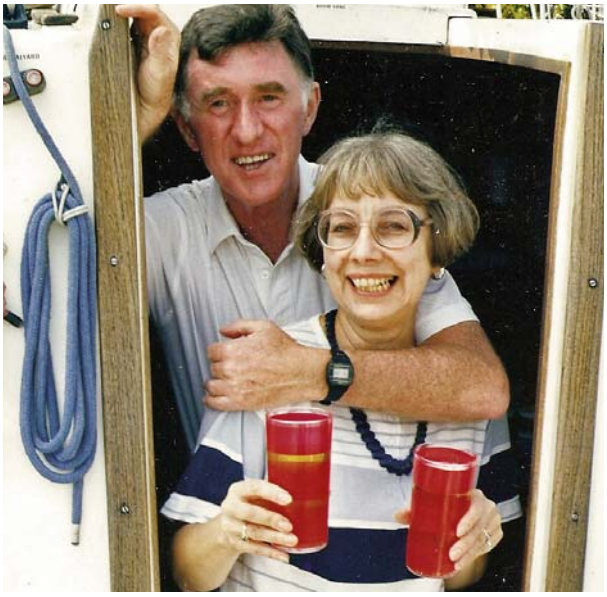
New Members bios by Nina Nakajim

OF MEMORIES AND ANNIVERSARIES

by Anaa Prodanou

There may be only one community that is as important to Gwen Egan as her neighbourhood in the Annex and that's the QCYC community. We sit in her Annex backyard under an aging silver maple, sipping wine from glasses bearing the QCYC insignia.

She brings out a stack of ancient Clippers going back some 40 years. Names of former commodores and board members are peppered throughout her conversation as she recalls decades of her association with the club.



As the QCYC celebrates its 120th anniversary Gwen is well positioned to reminisce about the club's history. In 1989 on the occasion of the club's 100th, she poured through 100 years of QCYC minutes, Clippers and other archival material collecting material for the club's commemorative book. She rounded up club old-timers and spent many an evening taping their stories of club lore. As a member of the Centennial Committee she collected historic material and photo displays. She also organized an "Old Boy's Night, a reunion reception and dinner honouring the oldest members. "I was grateful for the task," she says. "It was what got me though that year right after my husband died in 1988". For her effort during centennial year she was awarded the 1989 "Albertson Trophy" for outstanding contributions to the yacht club.

Gwen Egan and her husband Tom Egan joined the QCYC in 1973, the same year she acted as Vice-Chair of the Annex Residents' Association and its 50th Anniversary Chair. For many years she and Tom sailed a Grampian 26 called "Perchance". She remembers that their social life revolved around the club. "We didn't have a cottage so we spent weekends at the club sleeping on the boat or in the locker. The kids all went through the junior club and worked in the restaurant. After Tom died, she skippered the boat until it's sale in 2005. Now an Honourary member, she remembers one time winning the bottle of rum during Women's Skippers Race awarded for a boat with an all women's crew. This meant a lot to her. "You must remember that sailing was mostly for men. Back in the 50s women could not be senior members and could not vote as senior members until the 70s."

As a graphic designer Gwen produced the Clipper for four years with her husband. She pulls out a copy of an issue from 1973. It bears a striking ink drawing by Geoff Turner of the clubhouse and entrance to the lagoon with the old Algonquin Queen in the foreground. The image graced the back of many issues. The old Clipper includes a Regalia Price List for that year with T. shirts going for $2.40, Sweatshirts for $6.00, and QCYC Jackets in white and navy for $15.00. The Canada Post stamp on the newsletter with an image of the Queen is worth eight cents.

Gwen's husband Tom served as QCYC's Entertainment Chair for several years and he and Gwen were formidable social organizers, planning events and booking entertainment. "We posted the season's social schedule early on. We had something on every weekend", she remembers. "We had Scottish night, Spanish night, Dutch and Irish nights. We even had Posh night because one member bought a tuxedo and complained that he didn't have a place to wear it. It got to the point where some members didn't want to go sailing. The club was so much fun." She stresses that the QCYC was strictly a social and sailing club. "It was an unwritten rule that you didn't spend much time doing business networking or talking shop".

As the Queen City Yacht Club celebrates its 120th anniversary, new members might want to learn about the club history by looking at the 100th anniversary book. Some of the older members can lend a copy or members could ask if they can sign out a copy from the club office. Many hands contributed to the final product. Among the Acknowledgements author Wayne Lilley offers the following thanks: "Special mention should be made of the evenings and weekends Gwen Egan spent on the daunting task of coordinating the committee that rounded up the bits and pieces of club lore hidden in attics and lockers".

Rapids Queen

continued from page 5

Backus to entertain some American newspaper owners. In early June 1930, the Queen traveled from Port Arthur, ON to Duluth, MN to pick up Backus' American guests. This was during Prohibition in the United States, so before they arrived in Duluth, the ships crew concealed the supply of booze onboard by submerging it below the water while they were in American waters picking up their guests. Once back in Canadian waters with their guests on board, the partying began and never stopped for eight straight days! The Americans must have known how to have a good time - twice during the trip the booze had to be replenished. The party ended up costing over $20,000 ($250,000 in today's dollars). Maybe we should commemorate the first week of July with our own Lake Superior cruise!

In 1938 she was sold to Canadian Dredge and Dock in Kingston to be cut down for service as a bunkering barge. Ironically she worked for the remainder of her life helping to build the St. Lawrence Seaway, whose completion ultimately ended the era of the "Rapids Runners".

From 1960 she lay in "The Boneyard" in Kingston harbour, along with a collection of other derelict ships collecting grass and small trees on deck for two more decades before Fred Mayerhofer found her on one of his business trips to the area in 1977. Only someone with Fred's vision could see the potential for the rusting hulk of steel. Then largely with Fred's own efforts and at his own cost he arranged to tow her to Toronto where the real work stated. Fred proceeded to lobby both government officials and Board members to obtain approval for her installation at Queen City where she's kept the lagoon calm ever since.

photo Brenda Bowskill

LADYBUG!

When Claire Ihasz isn't executing crisp tacks and maintaining perfect sail trim on Zig Zag, she's at the helm of one of Toronto's most successful florist businesses. Claire started Ladybug Florist twelve years ago and the business has been growing steadily ever since. Claire recently opened a second location in the west end, so Ladybug now has the capacity to handle even the biggest social and corporate events. Ladybug stocks only the finest fresh-cut flowers, makes stunning arrangements in a wide variety of styles and delivers across the GTA and around the planet. So the next time you need flowers, check out Ladybug at www.ladybugflorist.com Or call Claire at 416-922-9971. Claire has also supplied plants for the club, and planted them, in past years. She and Roz have trekked to the Flower Market for the latest upgrades to the club's shrubs and flowers.

To our friends at QCYC:

I am sorry to have to inform you that Mark Loughbrough passed away June 16th, 2009 peacefully in hospital in Kitchener at the age of 88.

Dad had many years of good sailing at QCYC with his family and friends and he would have loved to come to the 120th anniversary this year. I think he will be there in spirit.

Best regards from his son,
Kevin Loughbrough.

Learn to Sail Success Bridget and Brenda Bowskill

by Debbie Bowskill

Brenda started sailing at QCYC when she was 6 years old in the summer of 1998. We lived aboard "Something Extra" in the summers and both girls attended Junior Club at QCYC. What better place to enjoy the summer! Both Brenda and her older sister Bridgit attended Junior Club sailing in an Opti and Albacore. Steve Cutting was their instructor. The girls continued their sailing experiences at QCYC Junior Club earning their White Sail levels I, II, and III before moving closer to home at Whitby Yacht Club where they continued their levels and were members of the Race Team. Bridgit completed her Bronze, Silver and Gold levels at Whitby Yacht and is currently the Head Instructor at Queen's Quay Sailing & Powerboating at HarbourFront. Brenda achieved her Bronze and Silver level at Whitby Yacht Club and then moved to Frenchman's Bay Yacht Club in Pickering where she successfully completed her Gold Level. Brenda was a part of the Race Team at Frenchman's Bay and is actively training in the Laser Radial class with the RCYC High Performance Team. Brenda placed 1st overall at the Youth National Championships and was awarded the Bill Gooderham Trophy and the Interlux Trophy at the CYA Youth National Championships.

This year you will likely see Bridgit sailing with Doug Harvey on Sundance and instructing at the Junior Club. With Brenda's hectic schedule of training and competition, her attendance on a Wednesday night is not currently known, however, she raced last season when available and hopes to do so again this year.

"…..there is more to belonging to Queen City than just paying dues."

Don Sproul, Entertainment
May, 1967

TENDER TRIVIA

The Clipper September 1967

"…The decision to abandon regular tender service from the foot of York Street to the Yacht Club was taken as a result of the need to limit the capacity to 12 persons……

Relative to the construction of the new tender, this has been unfortunately delayed owing to the need to comply with new regulations established by the Department of Transport under whose authority we become subject when more than 12 persons are carried.

The new tender "ALGONQUIN QUEEN" is designed for the transport of 39 persons and for this purpose must be equipped with a diesel fuel engine. To comply with this requires that the present engine (gasoline powered), and happily not yet used, be removed and replaced with an acceptable power plant. It seems unlikely that this modification can be made and construction completed in time for use this season.

The one pleasant aspect that has derived is the cooperation and kind offers of assistance from both the Royal Canadian Yacht Club and the Island Yacht Club in making their boats available to help us out at times when we were in dire need."

Charlie Millen Commodore

Historical Treasurer's Report

Excerpt from John Clemmer's report in the March 1975 Clipper. Strikes? Sending dues on time? Some things never change

Thanks to the mail strike, Queen City Yacht Club is slowly sinking into a massive overdraft situation with our bank. And, with our new manager taking over his duties as of March 1st, our financial liabilities are starting a bit earlier than usual.

Therefore, if any member hasn't yet mailed in his annual dues, would they please get in touch with the board member living or working closest to them, and arrange to get the cheque to them. It would be most deeply appreciated.

QUEEN CITY DART CLUB

Fred Mazza, May 1976

"…As a record of a former state of affairs, our Dart Club took on many widely different forms of recreation (indoors). The variations being darts, cribbage, television, a sprinkling of bridge and many, many vigorous discussions by our normally quiet and mellow Kin Sinclair and our over-worked and industrious Fleet Capt. Willie Stevenson. The mediator being our Positive Philosopher, John Hustler.

The party was held……with a double tournament (darts). Won by Betty Perdue and lucky me, with Betty in flawless form to lead our team to victory. The runners up were Ken Sinclair and Bea Flood.

Gifts and prizes for all 32 in attendance were picked out and gift wrapped by Kay Millen and Babs Lye, who did a tremendous job as usual. Another big chore, the food, which was tasty, variegated and plentiful, was shopped for and presented by Lauel Stevenson."

RACE TRIVIA

Allan Rae, October, 1967

'…Commodore Millen continued his winning ways in "Grasshopper" by edging out Treasurer Art Simmons "Stork" in the "Cheaters Race"…..'

"There are still some dues not paid NO PAY – NO HAULOUT"

R. Norton, Marine Yard
September, 1967

Queen City Yacht Club

July 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 Week 27	29	30	**1** Canada Day 1815 Wed. Race Series 2-2	**2**	**3**	**4** 120th anniversay of QCYC LSSA Single Handed at ABYC
5 Week 28 LSSA Single Handed at ABYC	**6**	**7**	**8** Private Function (Afternoon) 1815 Wed. Race Series 2-3	**9** Private Function (Afternoon/Evening)	**10** Private Function (Afternoon)	**11** 120th anniversay of QCYC (Plan B) Cruise in from OYS Cruise out to OYS LORC PCYC Open LSSA Doubled Handed at RCYC
12 Week 29 Cruise in from OYS Cruise out to OYS LORC PCYC Open LSSA Doubled Handed at RCYC	**13** Clipper Issue 4 Submission Deadline Learn-to-Sail/Junior Club Session 2 starts	**14**	**15** 1815 Wed. Race Series 2-4	**16** Management Committee	**17** Private Function (Afternoon/Evening)	**18** Lake Ontario 300
19 Week 30	**20**	**21**	**22** 1815 Wed. Race Series 2-5	**23** 1835 Board meeting	**24**	**25** Cruise out to MCC Youngstown Levels Cruise in from MCC
26 Week 31 Cruise in from MCC Youngstown Levels	**27** Learn-to-Sail/Junior Club Session 3 starts LYRA Centennial Race LYRA Founder's Race	**28**	**29** LYRA Freeman Race 1815 Wed. Race Series 2-6	**30**	**31** LYRA Day Races	1

August 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Week 31	27	28	29	30	31	**1** LYRA Day Races
2 Week 32 LYRA Day Races	**3** John Simcoe Day/Civic Holiday	**4**	**5** 1815 Wed. Race Series 2-7	**6**	**7**	**8** AHMEN 1 (EYC) Cruise out to ABYC Women Skippers Race Cruise in from ABYC Cruise out to ABYC 1800 Lobsterfest Dancing to TBD
9 Week 33 Cruise in from ABYC Cruise out to ABYC	**10** Learn-to-Sail/Junior Club Session 4 starts	**11**	**12** 1815 Wed. Race Series 3-1	**13** Clipper Issue 5 Submission Deadline Management Committee	**14** Private Function (Afternoon/Evening)	**15** AHMEN 2 (NYC)
16 Week 34	**17**	**18**	**19** 1815 Wed. Race Series 3-2	**20** 1835 Board meeting	**21** 1800 Junoir Club Banquet	**22** LOSHRS Race 4 @PCYC 1600 Karaoke Night
23 Week 35	**24**	**25**	**26** 1815 Wed. Race Series 3-3	**27**	**28** Private Function (Evening)	**29** Cruise in from WYC Cruise out to WYC LORC EYC Open & EYC Levels
30 Week 36 Cruise in from WYC Cruise out to WYC LORC EYC Open & EYC Levels	**31** Deadline for Award nominations	1	2	3	4	5

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For last-minute changes, check the club message at (416) 203-0929. They will also be posted in the QuickClipper, time permitting

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Holiday
A.M.	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15
	J 8:45	J 8:45	J 8:45	J 8:45	J 8:45			
						9:15	9:15	9:15
	R 10:15	R 10:15	R 10:15	R 10:15	R 10:15	10:15	10:15	10:15
			R 11:15		R11:15	11:15	11:15	11:15
P.M.	R12:15	R12:15	R12:15	12:15	12:15	12:15	12:15	12:15
			R 1:15		1:15	1:15	1:15	1:15
	R 2:15	R 2:15	R 2:15	R 2:15	2:15	2:15	2:15	2:15
	R 3:15	R 3:15	3:15	3:15	3:15	3:15	3:15	3:15
	4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
			4:45		4:45			
	5:15	5:15	5:15	5:15	5:15	5:15	5:15	5:15
			5:45		5:45			
	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	8:15	8:15	8:15	8:15
	9:15	9:15	9:15	9:15	9:15	9:15	9:15	9:15
			9:45					
	10:15	10:15	10:15	10:15	10:15	10:15	10:15	10:15
			10:45					
			11:15		11:15	11:15	11:15†	
A.M.					12:15	12:15		
Special Events						(1:15)		

J: 8:45 AM weekdays beginning Wed. June 29
(1:15AM) Special Events only
Note that Canada Day is a regular race night.
R Robbins Freight Run
† only on Sundays preceding a holiday Monday
‡ Wednesday race nights only

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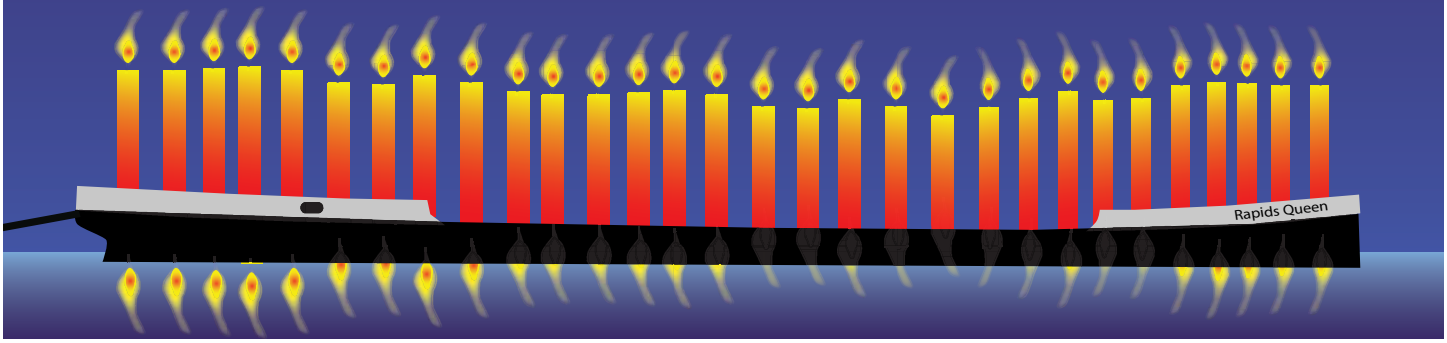

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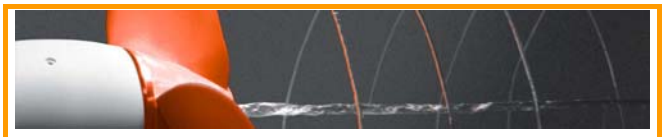

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