QCYC CLIPPER

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

Looking forward to a Queen City Summer!

Editor's Note

Rosalind Ross

Welcome to a new season of the *Clipper*. My thanks to Wayne Lilley, whose advice and support has been invaluable. Although he has relinquished the riveting experience of attending Board meetings, he continues to contribute to the team effort. Glen Newbury is back in the saddle doing the design and layout. The fact you are reading this means that he has taken my polyglot bundle of text and photos and worked a miracle on his Mac. And, since he makes his full service graphics and printing business available, the club saves hours and dollars.

I was going to list all the volunteers but at last count there are over 20 members involved in Communications. You will read their articles, see photos and designs, and find them on the website.

The focus is the 120th Anniversary of QCYC, so look for a bit of history, lots of memories, and of course whatever you might like to submit to our *Clipper*.

New Members Barbecue Night!

Be sure to come out and welcome new members to the club on Friday May 8!

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

QCYC Board 2009

Commodore
Jim Thorndycraft
commodore@qcyc.ca

Vice Commodore
Pat Whetung
treasurer@qcyc.ca

Rear Commodore
Graham Dougall
rearcommodore@qcyc.ca

Fleet Captain
Gary Hoeg
fleetcaptain@qcyc.ca

Treasurer
Jacqui Cook
treasurer@qcyc.ca

Secretary
Violet Couch
secretary@qcyc.ca

House Chair
Ken Owen
house@qcyc.ca

Moorings
Richard Hardy
moorings@qcyc.ca

Grounds
Chris Borgal
grounds@qcyc.ca

Membership
Jacqui Cook
membership@qcyc.ca

Planning
Ron Mazza
planning@qcyc.ca

Entertainment
Susan Veenhuizen
entertainment@qcyc.ca

Communications
Rosalind Ross
communications@qcyc.ca

Learn to Sail
Terry Hofkirchner
learntosail@qcyc.ca

Yard Chair
Steve Hills
yard@qcyc.ca

Past Commodore
Tony Pitts
pastcommodore@qcyc.com

Keeping up and in Touch with QCYC

Because the Clipper is seasonal, a few years ago the Board approved an electronic update. As of February 2009, the official e-newsletter, QuickClipper appears to have reached almost everyone in the original mailing list and the comments have been positive. However, there are always improvements. For instance, if you are the primary contact in the roster, the other person in the membership unit may not be in the list. He or she can send an e-mail to subscribe. A very few e-mail addresses may have been overlooked or out of date. Please send the new information. If you do not wish to receive the e-letter, you may unsubscribe, but you will not receive official club announcements. Some will be posted on the website, but not all. Others directly associated with the club who would benefit from the messages may also subscribe by e-mailing communications@qcyc.ca . Members working on committees or who are organizing club-wide activities may share information by contacting the appropriate Board Chair.

Between issues of the Clipper, QuickClipper e-mails are sent out on a regular basis, detailing upcoming events, last minute changes and official announcements of club business. To receive the official e-letter send a message to communications@qcyc.ca

Clipper and Website Content
Rosalind Ross
communications@qcyc.ca

Webmaster
Martin Snelgrove
webmaster@qcyc.ca

Commodore

Jim Thorndycraft

I would like to welcome our members back for the 2009 sailing season. Things started out very well with all but four boats being launched on the first weekend. Must be a lot of anxious sailors, as well as a job well done by our Yard Chair, Steve Hills.

Chili challenge was a very successful event. Thanks to Gwen Rayner and her crew, Madeline, Gail and Janet for organizing the event. Also thanks to those who brought the food. It must have been good as all the pots and platters looked like they were licked clean. Maybe next year, you might want to bring a little extra to ensure that no one goes home hungry.

And before I forget, I would like to give special recognition to our Honorary Commodore, Fred Mayerhoffer and his wife Inga. They have donated the awnings which now grace the front entrance to the clubhouse as well as the south balcony door to the dinning room. Thank you Fred and Inga on behalf of the membership. Your gift and generosity is most appreciated.

All prognoses are that we are going to have hot sunny days this summer with water levels well above chart datum. The trick will be to see how our Moorings Chair packs us all in the lagoon, as we are busting at the seams. It's a very healthy position for the Club to be in. Also, with so many boats in the Club, the start line on Wednesday race nights could get a little exciting.

We had a situation arise earlier this year when a member was bitten by another member's dog. Fortunately our member was not severely injured, and the owner of the dog has agreed to have it muzzled when on Club property in order to avoid any re-occurrence. I should remind all members that Club policy is that dogs should be on a leash when on Club grounds.

No doubt you are all aware that the Club has a Planning Chair whose job it is to keep track of needed capital projects. One of these, which has been looked at by this and other boards is the replacement of the Yellow docks, which is becoming a real safety issue for 25% of our members. Our Mooring Chair held a meeting last year with those on the yellow dock asking for their input on design etc. Armed with this information he approached 3 contractors who have provided many designs, scenarios and pricing options. Your Board is now considering these along with financing. But before the Board makes any final decision, a town hall meeting is being planned for late May or early June in order to get feed back and input from the membership before proceeding.

Let's have a great season with lots of fun and laughter with our family, friends and fellow members. I look forward to saluting all members who attend Sailpast on Saturday May 16, 2009.

Vice Commodore

Pat Whetung

The older we get, the more the old sayings seem to apply. This year, Queen City celebrates a notable year with her 120th anniversary.

For the 120th time, the season starts with our opening exercises. This year we have experienced staff both on the island and on the water. One new face is Russ Hutchison on maintenance.

WASTE NOT: I would like to encourage all to take accountability for the garbage we generate. The WANT NOT is the financial implications if we do not heed what past generations tried to teach us.

Watch the PENNIES and the DOLLARS will take care of themselves. The board has kept a watchful eye on operating costs with the rising cost of fixed expenses, and the economic environment. The planning process and budget remain vital to make wise choices on needed capital expenditures.

MANY HANDS make light work. A thousand things went right and we launched in record time. Everyone pulled together with rewarding results.

WORK NOW… The May 2nd "SHIPSHAPE for SAILPAST" work party will be our first tidy up in all areas. Major projects will be scheduled for May 30th.

…and PLAY LATER. Mark July4th on your calendars for a special club celebration. In the meantime, we are asking you to contact anyone and everyone who has ever been associated with QCYC to visit on that day.

It's a comfort to welcome everyone back for another season.

We are definitely the little club that could. We've been doing it for 120 years!

Membership

Brad Hearn

Thanks to everyone who helped out at the boat show in January. The basic consensus of the exhibitors is that there were fewer attendees this year due to the economic environment, but the people who attended were serious buyers. Yachts were sold, sail orders were made, and we received more lead sheets than last year.

Some potential new members visited the club for our Ground Hog Day celebration. Thank you for making them feel welcome and answering their questions.

The good news is we had almost no attrition this spring. The bad news is selling Senior Memberships when you have no place to put their boat is challenging. But we do have one Senior Membership application in process, and we have had a number of Associate Membership applications.

A big thank you to all members who continue to introduce and recommend joining our club to their family and friends.

See you around the club.

Rear Commodore

Graham Dougall

With Queen City's 120th season fast approaching, here are a number of key dates in the first months:

- **Wednesday, May 6th - Participant's Meeting**
- **Tuesday, May 12th - Education Session on the changes to the Racing Rules of Sailing 2009 - 2012**
- **Wednesday, May 13th – 1st Wednesday Night Race**
- **Saturday, May 16 - Sailpast (see Sailpast article in this Clipper) and www.qcyc.ca/sailing/racing/sailpast.htm**
- **Sunday, June 7th – Lake Ontario Single/Double Handed Race at QCYC**

As we want to catalogue the club's trophies and determine what repairs are necessary, we would greatly appreciate if **all trophies** care returned by ***Tuesday, June 30th.***

I would encourage those planning to participate in any of the Lake Ontario Short Handed Series races to review the Notice of Race changes. As result of the success and growth of the series, there is now a requirement to have a backstay flag corresponding to your start. These flags can be purchased, by arrangement, at your local chandlery, such as The Store or the Rigging Shoppe.

More information on club events will be posted at the Club, on the Club's web site and distributed by QuickClipper. I would encourage to you visit the sites listed above for information on the outside events. In particular, if you are interested in participating in either the LORC Open Regatta or Offshore Series, please go to the LORC web site, as there are substantial changes for this year.

There is a time penalty for not having a valid PHRF-LO certificate so make sure you renew or obtain a certificate.

I would like to thank Sandy McKnight for taking on the role of Chair of the Cruising Committee. He is looking for your feedback on Club cruises. Please support his efforts,

As ways, we are looking for volunteers to help with all the aspects of the Sailing Program for both on and off the water activities. If you are interested, please contact me. **And, of course work hours are awarded to Sailing Committee volunteers.**

Fleet

Gary Hoeg

We continue to make progress on both tenders, albeit more slowly than we would like. Another section of the hull on the Robbins was replaced starting from where we left off last year. Unfortunately, it looks like we will need to complete the entire hull. There are weak spots in the bow which needed patching and the whole forward section should be replaced with new metal. I'd like to thank John Campbell for taking the lead in this project. He was busy over the winter cutting out the bottom and welding in new sections of metal, although he did get some help with the grinding from John Heath. Also, the work was made more bearable by the shelter which was constructed by Paul Horne and Peter Broecker. Without their help John's very difficult job of welding would have been made even more difficult by being exposed to the elements. Despite the challenges, however, we're still hoping to have the entire hull replaced over the next few seasons, so that the boat will continue to serve us well in the future.

With respect to the AQII, the dry exhaust conversion is near completion. Everything is in place and ready for final attachment. We are still waiting for the Department of Transport to sign off on the final phase of the project. They have been involved from the outset and even though we appreciate their input some of their directives seemed a little meticulous for our operation. We now have "Certificates of Approval" for engine room insulation used in Canadian Warships!

Our initial plan needed to be expanded to include insulating the compartment where the muffler is housed complete with its own door and steel floor. We decided to wait until after our regular annual inspection before cutting anything on the boat. We didn't want to do anything which might have jeopardized us from getting certified for the season. My apologies to anyone expecting weekday tender service earlier, but all hands were busy ensuring the AQII would pass her inspection. After the Easter Weekend, we really only had three days to get everything ship shape. My thanks to Don Ferguson, Bob Mountjoy,

Paul Dudar, Felipe Cruzatt, and Russ Hutchison for working hard to meet this deadline.

I'd also like to thank Gabe Rybar for getting the running lights working and Whitney Webster who resolved a whole host of wiring issues which were affecting the operation of the boat from the horn, to the wipers, to the radio, to the entire charging system. I'd especially like to acknowledge David Pitcher for his enormous contribution in working on the dry exhaust conversion. I'm always impressed with David's calm demeanor regarding the most challenging requests and remarkable ability for getting the job done.

We are really fortunate to have the help of so many knowledgeable and hard working members because without them contributing their time and expertise the tenders would not operate. My thanks again to everyone who helped to get us ready for the start of a new season.

The Flash

The Flash is a private newsletter moderated by Laurence Concannon and available to members for exchanging items of interest.Send an e-mail to ljc2000can@yahoo.ca

Grounds

Chris Borgal

It is ironic that, in our 120th year, we start the season with a variety of problems related to grounds that will need some fixing up to make the club "shine" for members and past members and others visiting over the summer. Obviously, the most visible item is the bridge to the Rapids Queen which, over the winter, became briefly airborne only to crash down on the wall and into the water where it languished for several weeks. Paul Horne arranged to move most of it up onto the lawn where we have been able to inspect it. We were originally worried that new trusses would be required as the original ones appeared to have been significantly bent. However, the damage is limited to the ends and Ron Mazza is in the process of checking to make sure the truss size meets loading limits for the span involved. Assuming it is, we will need to straighten the bent bits, acquire some new bolts and 2x4 for the nailers for the tops of the trusses, and some new 1x6's to re-deck it once in position. Best way to get it back in place may be to use the hauling lines we use to move the boats and a lot of beefy club members. I would assume that, after a weekend and a half of launch, everyone will be toned up and ready to grab a line and help to haul the trusses back into place during the work weekend. We will arrange to get a welder to attach them to the Queen (having pre-installed the nailers) and then crew will be needed to cut, nail and paint the deck and railings to complete the work. This will actually be a fun job – and we need volunteers to help out.

The Junior club was temporarily stabilized last year, although we may need to jack it up a bit for this summer. The high water level will preclude an immediate effort at installation of a new foundation where it projects over the water. Don Ferguson has checked the volume of stone required if we put a gabion foundation under it (which would have the combined beneficial effect of precluding access to the beavers – which have returned). There would be a huge volume of stone required and it appears that the option of installation of piers may be preferred with possibly thinner gabions around the perimeter as an anti-varmint wall. I think we have lined up some willing help for a part of this work, although we will need help during work week to clean up the site by removal of old trusses and debris and to re-install the floating docks. Again, volunteers are needed to take on this preliminary work.

Locker Block "D" outside the fence should serve as a model as to what the appearance of the other blocks should be – several are in a poor state of repair. I have had, to date, few members offered up as block captains to see to the upgrading of the other blocks (including painting, replacement of steps, etc.). The club will supply the materials. So, I have a little list and will begin to twist arms shortly once the more critical items are under control!!

Repairs to other buildings on site will also be required, such as the old manager's cabin, now the locker cabin, to get rid of rot and spruce them up. By restoring the buildings we avoid the need for building permits and conserve a lot of existing materials and structures to boot – who says only the grass is green. More of this later.

Roz had moved ahead with the acquisition of additional steel picnic tables to replace some of the old rotted ones. Another small crew will be needed to take on cutting and drilling the planks and painting once the frames arrive.

And for those needing less high-tech hours, we will acquire a few new rakes for those willing and eager to clean up the old leaves etc. from the grounds to make everything presentable for summer. In conjunction with this, Roz has agreed to lead the charge on plant materials and plantings – please contact her to volunteer for these duties.

There are many other projects waiting including upgrading of wiring to the locker blocks, installation of new paving stones, adjusting the road in from the north entrance to accommodate deliveries, and creation of a properly protected storage building for volatile materials. Like boats, the repairs to a property like QCYC are on-going. But the result is worth it both in terms of the appearance of the site but in connection with our fellow members. Please lend your assistance to some of these projects.

House

Ken Owen

You have to know sailing season isn't far away when the overpowering scent of molten lard in the yard is cancelled out by the delicious smells and flavours coming out of the kitchen. The boats are in and our good friends from All Set are back – all is well.

Makes me think about the upcoming season of fun and frivolity and brings to mind a few thoughts that could be labeled "House Etiquette" to help us all enjoy our club to the fullest. Actually, let's start with a couple of reminders about two things that are often associated with fun and frivolity at Queen City – smoking and drinking.

First, by-laws in the City of Toronto prohibit smoking in enclosed spaces for the protection of others from the effects of second hand smoke. This applies not only to the Great Hall, Dining Room, Snug Room and washrooms but also to the east facing covered porches upstairs. Please respect the health of your fellow members and help protect our liquor license by only smoking outside and on the south facing deck off the Dining Room.

Speaking of our liquor license, let's remember too much of a good thing can make for a less than enjoyable experience – the night of or the morning after – as well as putting our license at risk should an LLBO inspector pay a visit. The great All Set staff are well trained in 'Smart Serve' and have a serious responsibility to keep an eye out for those who may have had 'one too many' and to refuse them service. This protects them, All Set and the Club from the liability that comes from people who are injured or worse from overdoing it. The ride across the harbour on the AQII is not long enough to counteract the effects of a night of partying and stories in the media over the winter make it clear that the courts will hold the Club and its Directors responsible if something unfortunate happens after a night in the Great Hall. So if the staff offers you free soft drinks – take the hint. If they have to refuse to serve you alcoholic beverages – please be respectful of the job they have to do. They're part of the Queen City family and work hard for us – give them a break and cooperate!

Have a great season!

Treasurer

Jacqui Cook

It's A Matter of Priorities

During the last four years, significant process improvements have been made in the managing of the club's spending priorities. When I first joined the Board as Membership Chair, the new Board's first task (4 months after the start of the fiscal year) was to create a spending budget for operating expenses (salaries, advertising, small repairs, etc.) This was a daunting task when you are new to a role and there was very little time to learn since the fiscal year was already in full swing. Three years ago, my immediate predecessor suggested that the operations budget should be set by the outgoing Board in the fall. The incoming Board could review this Budget and make any changes they required. This means that day-to-day expenditures are more effectively managed.

The second change has been in the Planning of Capital Projects. There are always more projects than money. A capital project involves the procurement or construction of 'durable plant, machinery and equipment'. These must be projects that create a functionality at the club that will last a number of years. To stretch our resources as far as possible, we tend to use things until they absolutely cannot do the job any more. About three years ago, the previous Planning Chair developed a process to list all of the possible Capital Projects. This list included estimated costs and an assessment of priority. The Long Term Capital Plan has two big benefits. First, projects are now considered within the context of 'what else needs to be done', rather that approving projects on an ad hoc basis. Second, projects are identified and evaluated over time, which allows for better information about options and costs.

The Long Term Capital Plan includes a number of 'larger' projects: the remediation of the Rapids Queen, replacement of the pavers for walkways, maintenance of storage buildings, refurbishment of the Harold Robbins and others. The issue of repairing or replacing Yellow Dock began to be discussed several Boards ago. Last year, an information gathering session was held with the members who moor on Yellow Dock. The purpose of that session was to understand the issues from the perspective of those who use the Dock everyday. Various members have looked at the dock, assessing the problems and developing a list of alternative solutions. The Moorings Chair has obtained competitive quotes from three possible suppliers, for six different options. The next step will be the discussion of the options with members.

Spending money is a serious decision. The club has in place, workable, practical tools to help it identify options and make decisions.

Communications

Rosalind Ross

The QuickClipper was well received, a dozen requests to subscribe and none to unsubscribe. After a shallow learning curve moderator Christopher Jared and Board members are used to the format and the process of posting. The emphasis on "official" has distinguished the content from previous e-letters. If members are organizing events for the club or committee members are calling for work parties, etc. they can create the message but it should then be sent to the appropriate Board members to pass on to the newsletter under their by-lines. This gives the event/activity an endorsement from the club. Archiving the QC on the website for future reference is also in the works.

The new Calendar format is attractive and informative. Thanks to Graham for donating the software for the first season and updating content. The only drawback is it does not lend itself to the one page version that would fit in the *Clipper*. Members should check the website more often for event dates and racing/sailing info. Those planning events/activities should also send updates to Graham for the calendar.

The website is a work in progress. Some modifications are still possible, especially for breaking news but the current design works well for most content and it's too soon to reconfigure the whole site. The goal is to ensure the information is accurate and current. Martin Snelgrove continues to update the technical workings. Communications is handling content updates with Wayne Lilley as backup. According to the web log members are checking the site more often and should continue to view the calendar and breaking news regularly.

Assembling the *Clipper* content and photos to send for layout and printing is a challenge since I don't have the same platform or program as our design guru Glen Newbury and there is no way to visualize the results or know how much is needed to fill the issue. Glen has been extremely helpful and patient. Deadlines are posted in the Calendar for anyone interested in submitting copy or photos. Club history is a focus for the 120th. New members and new boats will also be featured.

Jacqui Cook dispensing a well deserved hug as Elspeth Fanjoy finally takes a break from the ticket desk at the Yachtsmen's Spring Thaw Luncheon at the Boulevard Club.

Entertainment

Susan Veenhuizen

I have been busy over the winter months planning events and hiring bands. Our first event of the season was The Commodore's Ball on February 7th. It was held at the Radisson Admiral Hotel over looking Toronto harbour. The club was in full view from the cocktail lounge and it was a pleasant sight. I'm sure that got everyone thinking about the club and sailing again.

The Summer of 2008 was a resounding success with an outstanding number of members and guests attending our events. Queen City has certainly kept up it's reputation as the best "party club" on the lake. I don't believe that any other club has as many fabulous events as we do!

Sailpast will be held on Saturday May 16th. The Meteors, a professional Toronto band, will perform and put on a great show for you. It was a full house last year, so let's see if we can do it again in '09!

Entertainment now has a team of committed volunteers to help out with organizing events. There are many jobs to be done when preparing for and running the events. We welcome more of you to join in and be part of "The E Team". Please contact me if you would like to help.

Thank you to all our volunteers for their contributions in 2008.

The E-Team

Madeleine Aldrige
Allie Baxter
Julie Chan
Sarah Currie
Audrey Demers
Martha Dunlop
Lesley Heathcote
Debra Hughes
Katharine Partridge
Gail Smith
Mary Anne Tevlin
Dianne Taylor
Deirdre Sadler
Justine Rae
Susan Rollinson
Janet Shumak

I would like to thank our Communications Chair, Roz Ross, for developing the Quick Clipper. Look for all event information to be posted on the Quick Clipper under Entertainment and on the new updated web site event calendar.

See you at the next party!

Moorings

Rick Hardy

As I wrote this report we were on the dock in Florida preparing Andy Oakes' boat for the start of the Sol al Sol race from the St. Petersburg Yacht Club to Mexico

This year was a bit of rush getting everything done at the Club prior to leaving for Florida. With the help of a number of volunteers and the aid of the Robbins, we were successful in emptying the crash slip of the mooring barge and repositioning the floating wave dampeners (a elegant name for the telephone poles with tires), raising the sunken ramp and the sunken steps to the Yellow Docks and the time consuming job of using the come-along on all the docks in order to fit the pins back.

After haul-out last fall, we disconnected and moved two of the docks in order to put the shorter one next to the launch ramp. In February, the main dinghy ramp was rebuilt and sections of the old rusted I-beams and cross-members were cut away. The ramp is now slightly shorter, however at least we can take comfort in knowing that it will now last for many more years to come.

As we announced previously, the Green Dock Extension (the Rock Docks) has been postponed as a precautionary measure. It was felt that we would be not be successful in selling all 12 new slips this year. The postponement of the Green Dock Extension has freed up funds that could be applied to the replacement of the much needed new Yellow Docks. Our Treasurer, Jacqui Cook may also be discussing this in her Clipper Report.

A three person committee consisting of Ken Owen, Jacqui Cook and myself, have reviewed all the various new Yellow Dock designs which incorporates the features and suggestions that were given by those members who attended last year's Yellow Dock Meeting.

Over the last year, the Board has reviewed in depth a number of options with regards to the Yellow Docks. While as of this writing, a final decision has yet to be made, the consensus appears to favor replacement rather than trying to patch up the existing dilapidated docks.

It is of course understood that a few of our older existing members may prefer to attempt a rebuild of the existing Yellow Docks, however we must all be aware of just how these docks appear to potential new members. The reality is that most things eventually reach the end of their economic lifespan and I personally feel the current Yellow Docks are simply not the worth the considerable time and effort needed to rebuild what were old second-hand docks originally.

As was the case a number of years ago when we replaced the Algonquin Queen, there was not unanimous approval from all members back then and obviously there will not be unanimous approval now for a replacement vs. a rebuild.

At the end of the day, it was the right decision to replace the Algonquin Queen and in my opinion, it is now the right decision to finally replace the Yellow Dock.

QCYC "doorman" Nick Mather and Deirdre at the Spring Thaw Luncheon.

Calendar/Annoucement/Clipper Supporters

Queen City Yacht Club

May 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Week 18	27	28	29	30	1	2 0800 Work Party
3 Week 19 0800 Work Party	4 Summer Tender Schedule	5	6 1835 Participant's Meeting	7	8 Barbeque for new Members OSA Mark Set Course @EYC	9 OSA Mark Set Course @EYC
10 Week 20	11	12 1835 1st Education Session - Rules Update Session	13 Clipper Issue 2 Submission Deadline 1815 Wed. Race Series 1-1	14 Management Committee	15	16 Queensway Audi Icebreaker Safe Boating Week 1300 Sail Past 1810 Sail Past - Banquet (MBE)
17 Week 21 Queensway Audi Icebreaker Safe Boating Week LORC Paul J.Phelan Memorial Offshore	18 Safe Boating Week Victoria Day	19 Safe Boating Week 1835 2nd Education Session (Starts, etc)	20 Safe Boating Week 1815 Wed. Race Series 1-2	21 Safe Boating Week 1835 Board Meeting	22 Safe Boating Week 1900 Spring AGM	23 Safe Boating Week Marine Emegency Response Council (MERC) Safety Day LORC ABYC Open & One Design Invitational
24 Week 22 LORC ABYC Open & One Design Invitational	25	26 1835 3rd Education Session (TBD)	27 1815 Wed. Race Series 1-3	28	29 LORC Susan Hood	30
31 Week 23	1	2	3	4	5	6

Queen City Yacht Club

June 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31 Week 23	1	2 1835 4th Education Session (TBD)	3 1815 Wed. Race Series 1-4	4	5	6 Salute to New Yachts 1830 New Members' Night (MBE) Dancing to TBD
7 Week 24 LOSHRS Race 1 @QCYC LOSHRS Race 1 @QCYC	8	9 1835 5th Education Session (TBD)	10 1815 Wed. Race Series 1-5	11 Management Committee	12	13 Clipper Issue 3 Submission Deadline Cruise in from PCYC Cruise out to PCYC RCYC Open
14 Week 25 Cruise in from PCYC Cruise out to PCYC RCYC Open Blessing of the Fleet	15	16	17 1815 Wed. Race Series 1-6	18 1835 Board Meeting	19	20 LOSHRS Race 2 @PCYC 1830 Norm's 40th Caribbean Birthday Party - Dancing to Christopher Plock
21 Week 26 LOSHRS Race 2 @YYC	22	23	24 1815 Wed. Race Series 2-1	25	26	27 C&C Owners Regatta 2000 Open Mic Night
28 Week 27 C&C Owners Regatta	29 Learn-to-Sail/Junior Club Session 1 starts	30 Deadline to return trophies	1	2	3	4

Have a Story to Tell?

Send it to communications@qcyc.ca

Racing Rules Update

May 12 at QCYC 18:35 hours

Buy-Sell-Swap

on qcyc.ca/members

INNOVATIVE IDEA #4

COMING TO A DOCK NEAR YOU.

Most summer evenings Brian Chapman sails with his customers, trimming both new sails and their existing inventory, using his many years of sailing and sailmaking to improve on the boat's performance.

Cruisers, racers or both, UK-Halsey customers will learn from Brian's local knowledge and global experience.

Call UK-Halsey Sailmakers Toronto to experience Brian's passion and integrity for the sport of sailing and craft of sailmaking.

Innovative idea? Hardly... just good old-fashion customer service!

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416 915-9134 brian@ukhalsey.com ukhalsey.com

Collingwood 705 446-2128

UK HALSEY SAILMAKERS

Finding a bigger boat: The Hunt for 'Wild Jasmine'

by Jacqui Cook and Eriks Rugelis

Puttin some back into it at launch!

Many of us have a dream to cast off the dock-lines and sail to places unknown. Of course, you need the right boat. One that has enough tankage, storage, good chain handling, comfortable berths and a roomy cockpit.

First, we need to tell you that we loved our previous boat - a Pearson 30 named Hot Tamale. She was a comfortable sailing boat for a couple on the Great Lakes. However, she isn't a long term, ocean cruiser.

We decided we wanted to procure our new cruiser a few years before we plan to leave. When do we plan to go? Well, the length of time to our date of departure is inversely related to the TSX index. We want this time to learn about and customize the boat. We wanted to take our time and began our search two years ago on a cold February weekend. We drove to Connecticut. While there we looked at two Ericson 38s. The Ericson 38 200 had very good living accommodations and excellent access to the engine and other systems. However, she was run down and the v-berth was much smaller than the king-sized berth we had grown used to on Hot Tamale.

Last spring we took an excellent road trip from Annapolis to Beaufort South Carolina. Along the way we saw a Tartan 37-2, two Caliber 38s and a Caliber 35. The owner of the Tartan 37-2 had unrealistic price expectations. The Caliber 35 was too small and the second of the Caliber 38s, in Beaufort, had a serious mildew problem. We also had an excellent one day vacation in Charleston SC.

As we drove along the eastern seaboard, we were shocked at the number of boats on the hard and the percentage of slips that were empty. The recession was clearly already in full swing.

In August, we made a last minute decision to travel to Florida for a week. While there, we put almost 1,800 miles on the rental car. It turned out we arrived in Florida on the same day as Hurricane Fay. We viewed another Caliber 38 in Jacksonville, two Pearson 39s in St. Petersburg, a Saber 38 in Saint James City and a different Tartan 37 in Sarasota. All the while we tried to be where Hurricane wasn't. Some of these boats were in surprising condition. I am not sure how you expect to sell a boat with weeping head hoses and the rusted ends of broken screws sticking up through the deck.

Three days before we were originally due to leave Florida, we traveled to the Tampa Bay area to look up Deb and Andy Oakes. We found them at the Twin Dolphin Marina in Bradenton. Andy introduced us to a broker at Whittaker Yacht Sales who lived in the same Marina. Whittaker Yacht Sales had a Tartan 37 for sale in Fort Myers, another hour south of Bradenton.

Jasmine, as she was called, was a Tartan 37 looking for someone to look after her. Her teak, canvas and interior upholstery need work. However, her decks, hull and engine are very sound. Her previous owner, is a professional sailing instructor in Singapore, who hadn't had the time to keep her shiny.

She was the best boat we had seen in two years. With Dwight and Carol's Tapas as our inspiration, we entered into trans Pacific negotiations and bought her. Eriks extended his trip by four days to be present for the survey. Rick and Wendy suggested a boat trucking firm and she arrived at QCYC at the end of September 2008. Jim and Martha lent us a cradle for the winter. And so, with the help of our friends at the club, we found our next boat and look forward to many years with her.

Restaurant and Bar Hours

MAY 1 - MAY 12		
	Restaurant	Bar
Wed	Closed (open May 6)	Closed
Thurs	5 pm - 9 pm	Closed
Fri	5 pm - 9 pm	5 pm - 10 pm
Sat	9 am - 9 pm	12 noon - 10 pm
Sun	9 am - 8 pm	12 noon - 9 pm
Holidays	Sunday Hours	Sunday Hours
MAY 13 - SEPT. 7 (HIGH SEASON)		
	Restaurant	Bar
Tues	5 pm - 9 pm	4 pm - 9 pm
Wed	5 pm - 10 pm	3 pm - 10 pm
Thurs	5 pm - 9 pm	4 pm - 9 pm
Fri	5 pm - 10 pm	4 pm - 11 pm
Sat	9 am - 10 pm	12 noon - 11 pm
Sun	9 am - 9 pm	12 noon - 9 pm
Holidays	Sunday Hours	Sunday Hours
1.00 am closing on nights when functions are held		

Memories: The Ladies at QCYC

by Fran Beaugrand

I loved sailing and tried to join several yacht clubs but was told that only men were allowed to become members. Finally I found out that the Queen City Yacht Club, located on Ward's Island would allow women to become members but only if they owned a sail boat. This stipulation about owning a boat did not apply to men.

That year, in June 1958, I bought a SNIPE sail boat (14 foot 6 inches in length) and joined the Queen City Yacht Club. I met the other woman member of the Yacht Club, karin larson, one day while I was waiting to catch the Club boat, Lillian, to return to Toronto. She was about the same age as me and also owned a SNIPE. Karin told me that she was the editor of a new magazine, "GAM on yachting". She said that GAM meant "to call upon, chat with and otherwise communicate with, as the officers and crew of another vessel". She gave me a copy and I found it to be so interesting that I bought a subscription and have had one ever since.

It was great, at last, to own my own sail boat and go out sailing. The boat was the right size as I could handle it by myself or with crew, whenever I wished to be on the water. I wanted to spend a week of my vacation that summer at the yacht club and had asked karin if I could rent a room at her home. She lived with her father in a beautiful large old house on Ward's island and I was delighted to be able to stay there.

That summer I sailed in a regatta nearly every Saturday.

We would race in the afternoon and then the host club would give the skipper of each boat, which was racing, tickets for the skipper and crew to have a free drink, and dinner followed by dancing. I came second at regattas on two occasions. I also raced when our club held weekly races and on awards night at the Queen City Yacht Club I was given a cup for sportsmanship. I think they were surprised that a woman could handle a sail boat.

In January 1959 the Queen City Yacht Club held their annual meeting. This was held at the Maple Leaf Room at Union Station. Karin larson phoned and asked me if I would be attending. I said that I would like to and since only members were allowed to attend, karin and I were the only two women present with the hundred men who were members. I rather liked those odds. I remember that karin and I were well looked after.. We were asked to be scrutineers for the election of officers that evening.

I have owned a number of boats since then but I think my greatest thrill was when I bought my first sail boat.

Fran Beaugrand's comments reprinted with permission from GAM on Yachting magazine, May/June 2008

Memories: An incident at RCYC in the summer of '66, when QCYC was only a youngster of 77.

by Andy Lithgow

After I joined Queen City in September1965 for the exorbitant sum of $50.00 and ordered a new Shark from George Hinterhoeller, not much happened sailing-wise until the following year, when I attended my first regatta, that of Royals, and it seemed that one of the old rumors regarding that august club was true: they have a special rapport with the god of weather, for the day was absolutely perfect: a steady breeze blowing white, cotton ball clouds across a sky of perfect blue, sailing conditions so ideal that when the time came to hand out the flags, the crowd was huge, and noisily enthusiastic.

Their Rear Commodore was a tall, distinguished gentleman of middle years, impeccably turned out for the occasion, or so it seemed to me. But I was wrong. True, his formal yachting attire appeared to be brand new, from the best of the city's tailors: navy blazer with RCYC's badge exactly where it should be, white trousers, white shirt and white deck shoes, Royal's tie neatly knotted pre-Windsor fashion, and, of course, a very natty yachting cap to top things off, so to speak. However, unknown to me, yachting ignoramus that I was (and still am? - don't answer that!), something was definitely amiss, and it was the man himself who enlightened me.

When he spoke into the microphone his first words were not jolly as would be expected, but solemn, taking the form of an apology as he said something like: "Before I begin, ladies and gentlemen, I must ask you to excuse my indecorous attire, namely, the absence of the white summer cover for my cap. I only discovered its absence a short time ago, and was unable to find a replacement..."

Suddenly he was interrupted by a voice from the crowd: "Oh, John! Is this yours?"

Laughter erupted from everyone except the lone figure of the Rear Commodore up on the dais as his questioner stepped forward waving the missing cover. Everyone knew who this individual was, including the Rear Commodore, who reacted like a Wall Street broker from the summer of 2008, bending over, a broken man, his face in his hands, as the laughter died while we all watched, then, raising his face to heaven in a gesture of supplication, loudly groaned: "Al Rae... I might have known..."

The earlier laughter was nothing compared to the mighty roar that exploded from us at this unexpected but delightful reaction from one old friend to the practical joke of another who delivered the purloined cover to its rightful owner, grinning broadly.

That was the first time I saw our Commodore of 1966 in mischievous action, but it certainly wasn't the last; when Al was around, anything could happen which would provide a laugh.

A BRIEF HISTORY OF TIME AT THE QCYC CHARITY POOL LEAGUE

by Garry Baker, with apologies to Stephen Hawking

Photos: Garry Baker 1st place, John Warren 2nd, Paul Horn 3rd Beatrice Warren on cue

The QCYC charity Pool League had its beginnings in the winter of 1994/95 at Pockets and Slates billiards on Yonge, just below Wellesley. It was a United Way fund raising initiative by the Ministry of Municipal Affairs and Housing, among others. As the only QCYC member participating and, noting that people from outside the government were welcome, I enlisted Doug Harvey and Dwight Hamilton to play along until we had our own team the CueCs. More QCYC members, including Jim Thorndycraft and Frank Bushe, joined to field two QCYC teams. The United Way donations continued until 1998/99 when the Harris Government changed the ministry alignment and government participants supporting the United Way dwindled. The contributions were then switched to Nellie's House and later a native charity. The Diabetes Foundation followed until Pockets and Slates closed in 2002.

Prodded by keen members, Jim Thorndycraft and I undertook finding another venue. We settled for an inadequate Irish Pub further down Yonge Street but moved the next year across the street to the VIP Billiard Lounge. The donations were then directed to whatever charity the Women's Skippers race supported, including the Breast Cancer Society, the Canadian Women's Olympic sailing Team and the QCYC Junior Sailing School. In the last year, the Women's Skippers Race did not have a charity so the proceeds were added to the QCYC picnic table initiative.

This year was a participation record with 24+ players, nineteen from the club, two of the founding ministry people and three new players from the VIP Lounge. We are looking forward to another great season in the fall and welcome all interested members to join us. Beatrice Warren would particularly like to see more women come out. Skill level is irrelevant as we play in a format that balances the scales for all.

Where will the proceeds be directed this year?

TO JOIN THE CueCs next season, or to watch the sharks, minnows and landlubbers in action, e-mail Garry Baker

Learn to Sail

Terry Hofkirchner

Junior Club

The junior club program is well underway to continued success this year. All instructors for the coming year are in place. We currently have commitments for over 20 sessions but there are still more sessions to fill. Given the economic environment, additional marketing efforts will be necessary to ensure full enrolment. I will be making a call for help in this area. We are expanding the program offering this year to include a silver racing program. Many of our graduating students have progressed through our program and require access to the next level of training. Please spread the word to anyone you know with children that the junior club is one of the best value camp experiences Toronto has to offer. As an added incentive, the camp will qualify for the governments' new Children's Fitness Tax Credit.

Adult Program

The planning and coordination of students with instructors is the most difficult facet of this program. We are planning to run four sessions with three students each. The availability of instructors continues to be an ongoing concern. The course is taught to the CYA Basic Cruising Standard and is recognized internationally. It provides a valuable opportunity for would be skippers to begin their sailing experience and it also provides a great venue for spouses wishing to expand their sailing experience by learning from CYA certified instructors. For more information and applications please see the QCYC website.

Work Projects

In the spirit of a self help club, there will be a call for help on some Junior Club projects that require our attention in the coming year … specifically the junior club building and dock. Details will follow at a later date.

I urge you once again to spread the word of the programs we offer. It is easy to overlook the good work being done at this level of the club. Remember that future QCYC members may very well come from this segment of our club activities.

Secretary

Violet Couch

As the Secretary of QCYC, I'd like to remind you all that you have access to the Minutes of your Board's monthly meetings. If you're interested in staying more current about the Club and you're not already on the distribution list to receive Minutes, feel free to drop me a line at secretary@qcyc.ca and I will add you to the e-mail distribution list. Copies of the Minutes and the Directors' reports can also be found in hardcopy in the Office.

In addition to recording the official business of the Club, the Secretary is responsible for sending out invitation cards to the clubs with which we share reciprocal privileges. This year, in the spirit of "going green" (as well as saving the Club some money on printing and postage), I am setting up an e-mail distribution list of our reciprocal clubs and sending my letter and invitations out to them electronically. Meanwhile, invitations have been coming in steadily from our reciprocal clubs around the lake (as well as beyond). These will shortly be organized into a binder that will be kept outside the Office so that you can review all your options as you plan your cruising for the summer. If you're interested in picking up some volunteer hours and your strengths lie more to the "mental versus muscle", please let me know and I can help you get a jump start on your work hours for the year with some short, indoor projects.

In the meantime, enjoy getting ready for another great season of sailing, boating, sunning, and funning!

Yard

Steve Hills

Due to the glorious weather and a great turn out of members on both days on the first weekend of Launch, we were able to launch 43 boats the first day and 39 on the second and by 3 PM on the Sunday everyone who was ready had been launched. The only major issue was the late or non-arrival of about 6-8 skippers over the 2 days without any notice. This slowed things down a bit and will cause some further delay during haul out due to the Cradles not being stored in the right order.

The increased scrutiny of the cradles during the annual inspections seems to be paying off as we only had one cradle break a bow support. (Although the real test of the cradles is in the fall during Haul Out). We had a couple of minor issues during Launch requiring one way to be fixed and another to correct a problem we had left over from Haul Out last fall. Generally speaking though we had a very successful launch and I want to thank the efforts of everyone that came out especially all those who came out early on both days.

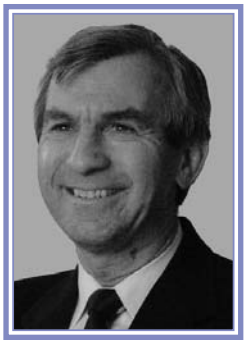
Over the past couple of years, the few major problems we have encountered predominantly associated with poor or damaged butter boards. To try and improve this aspect, one of the cradle inspectors spent the weekend looking specifically at everyone's butter boards as they were launched. The aim is to issue an interim inspection report shortly after launch is complete, so people have plenty of time to fix or replace their butter boards. We will also be monitoring the status of the problem butter boards in the fall. Note that this does not replace the standard annual Cradle inspection but is rather in addition to it.

So after launching the remaining boats that were ready and finishing off the Yard clean-up we were finished early on the second Saturday of Launch.

I wish everyone a great summer of sailing and now that the weather is decidedly more spring like I know that I am looking forward to getting back out on the water.

Planning

Ron Mazza



As outlined in past reports, the challenge at Queen City is to maintain and improve a relatively extensive infrastructure with the resources of a relatively small membership. It's not easy.

Our infrastructure includes an amazing array of stuff; a wide variety of buildings ranging from the main clubhouse, locker blocks, a variety of storage buildings, drivers' cabins, winch house, the winch itself, the railway, and winter storage area, the dry sail area, dry sail crane, and mast crane, the club fleet, the Algonquin Queen II and the Harold Robins; the Learn to Sail facilities and fleet; the club moorings and docks; the club grounds, the Rapids Queen, and more. All of this infrastructure is aging and needs repair, some of it is outmoded and needs upgrading, and all of it needs constant maintenance.

The size of our membership, however, is limited by the number of available moorings. But expanding the moorings to increase the membership also costs money. Queen City has a long tradition of accomplishing this repair, upgrading, and maintenance at low cost through member's sweat, and ingenuity; our famous work parties. Sometimes it's done by generous financial contributions by individual members. But not all needed work is appropriate for work parties, and individual contributions; sometimes it's more cost effective to hire professionals.

Planning at Queen City requires a constant tracking of needs and desires balanced against an assessment of priorities and available funds. Each year the required and desired projects always exceed the capital spending funds available The Planning Committee's job is to assist the Board in tracking those needs and desires, their estimated costs, and assessing priorities. This allows the Board to determine the final priorities and then set the annual capital budget. It is a most challenging process.

And that of course assumes that there are no surprises. For those we try to always remain flexible and have some cash on hand.

A complete list of identified projects is maintained and continually reassessed and updated. This list is where the Short Term and Long Term capital spending plans are derived. The list priorities projects as,

1. Involves serious legal or safety risk OR addresses a very serious infrastructure problem OR is part of a project that is in progress OR is cash-flow neutral in the budget year OR has been funded by a donation. The expectation is that all these items will be included in the Short Term Plan and will be funded.
2. Involves some legal or safety risk OR has been identified as a high priority by the Board or membership. These items will be included in the Short Term Plan after Board deliberation.
3. These are 'must do at some time' projects. This is a place to hold projects that we believe must be completed eventually but are likely not urgent enough to be included in the Short Term Plan.

The two items demanding the most scrutiny this year were both mooring related: the new "Rock Docks" and the replacement of Yellow Dock. They are both high cost items. The Rock Docks were particularly tempting as they are the only initiative by which the club could increase its mooring supply and therefore its membership. And if they did generate new members the costs would be substantially offset. The Board spent many hours over many months mulling this one over but in the end, primarily due to the uncertain economic climate and how that might affect the demand for moorings in Toronto, the Board has decided to shelve that item for the time being.

The Yellow Docks, which run between the Learn to Sail building and the old fire hall, constitute about 25% of the club moorings and are in increasingly poor repair and in need of a major overhaul. The existing docks are a combination of recycled floating tire docks at the east end and QCYC built blue drum docks at the west end. They have served the club well for many years, but, especially the blue drum portion, are becoming dangerous. Rick Hardy, as Moorings Chair working with three dock suppliers, investigated a wide range of replacement options. The possibility of replacing/repairing of these docks, either partially or completely, with QCYC work parties was also investigated. This discussion also went on for many months as it was linked to the Rock Dock discussion. There was concern about taking on two large expenditures simultaneously. With the shelving of the Rock Dock the Yellow Dock replacement, with a professionally built facility, was approved with the costing being spread over several years.

The total budgeted cost of the new dock is $150,000. This will be budgeted over two years with $50,000 included in 2009 and the remainder in 2010. If funded solely from cash in the bank, this will have a substantial impact on monies available to fund other capital projects in the Club for several years. To mitigate that, partial financing of the project is also being investigated.

That is what the Planning process is all about; making sure what needs to get done gets done and what doesn't need to get done gets postponed but not forgotten. The total capital cost budget approved by the Board for 2009 includes,

Algonquin Queen upgrades	$15,500
Robbins hull replating	$10,000
Boat show display unit	$1,500
Electr' panel/hydro pole at South gate	$5,900
Electrical panel upgrades	$3,500
Propane Cage plus base	$2,500
Storage facilities for flammables	$3,000
New Picnic Tables	$3,000
LTS building foundations and dock repair	$3,500

Tender Schedule

All times are departures cityside, from the foot of York St.: deduct 15 minutes for departure time from **Club House**.

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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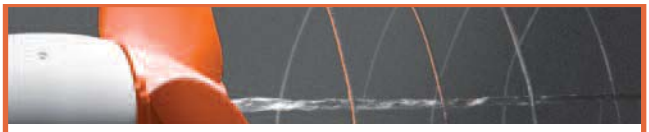

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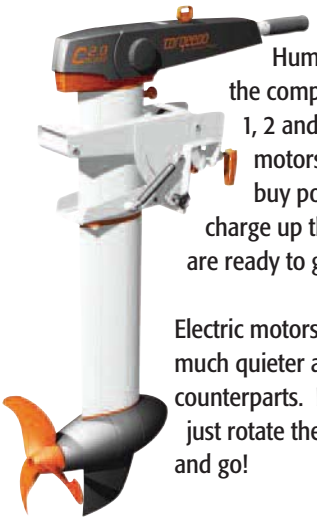

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Will she float? Whitney Webster and company left the Chilli Challenge crowd sheltering in the great hall to check if the Rapids Queen was about to head for the Eastern Gap and its former home in the St. Lawrence. Others watched Iliad's bimini turn into a kite before crashing into the lagoon. Neighbours on Algonquin Island suddenly had duck ponds on their front lawns and anything that wasn't tied down went elsewhere. Good news was that most of the leaves blew off the club lawn.

Picture of the Month Contest!

Do you have a Picture of the Month that represents the spirit of the club, at its best, its worst, its funniest, its most beautiful?

Starting the June Clipper the winner of the photo of the month will receive a FREE pitcher of Beer. The best of the Picture of the Month will be the winner of the Annual QCYC Best Photograph!

Please send photo with a description to rozconnections@rogers.com Make sure it is at least a 500K jpg.

QCYC 2009 Sailpast

Saturday, May 16, 2009

The Annual Sail Past and Review of the Fleet by Commodore Jim Thorndycraft marks the official opening of the Club.

1205	Skippers Meeting
1345	Review of the Fleet
1600	Sail Past of the Fleet in the Lagoon accompanied by the pipes
1700	Commodore's Punchbowl Reception
1800	Formal Dinner
1810	Head Table Piped in
2030	Head Table departs for Flag Lowering Ceremony
2038	Sunset and Flag Lowering Ceremony
2100	Dancing

The Review Ship is the Commodore's yacht. The fleet will gather at the east end of the harbour at 1315 hours. At 1345 hours, the Fleet Captain will lead the fleet past the Commodore's yacht and will be followed by the Past Commodores, the Fleet and then the Rear Commodore.

Dinner follows at 1800 in the Great Hall

Dancing to "*The Meteors*"

Proper formal attire is required for the dinner.

Please check the Club's website and the QuickClipper for updates on the Sail Past 2009 Dinner

For more information on Sailpast, contact the Rear Commodore at rearcommodore@qcyc.ca or see http://www.qcyc.ca/sailpast.htm

3rd Annual Spring QCYC TEXAS HOLD'EM NIGHT!

Saturday, May 2, 2009

A great event for men, women, young and old!

Texas Hold'em is a very simple fun game that is enjoyable for all players! You can learn in a few minutes even if you've never played before. In fact, at the first Texas Hold'em night, both regular and beginning table winners were brand new to the game!

REGISTRATION	7:15 p.m. - 8:00 p.m.
TRAINING	7:30 p.m.- 8:00 p.m.
GAME STARTS	8:00 p.m. Sharp

$20 BUY IN

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* just kidding