



Established 1894

June 2015

## 2015 NYC Regatta and Member Day



**Save The Date !**  
National Yacht Club Regatta and Family Day



**KITES, BITES  
&  
THE BLUES**  
July 18th 2015

**Fun for everyone – families, friends and guests!**  
Details and Registration at : [www.thenyc.com](http://www.thenyc.com)

### **National** The Monthly Newsletter of the National Yacht Club

Please e-mail contributions  
and comments to:  
[newsletter@thenyc.com](mailto:newsletter@thenyc.com)

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## Registration Now Open!!!

It's going to be a great fun-filled day at our Club.

### For Racers

We will have a pursuit race beginning at 1:00 to have everyone finish by 3:30.

### For cruisers and power boaters

We are holding an "On Water" Picture Perfect People & Places (PP<sup>2</sup>C) cruise. Each boat will receive 10 riddles which will lead to 10 landmarks. Solve the riddle, head to the landmark, take a smartphone "selfie" picture of the place and one of the crew. All pics that show the correct background will be judged, points accumulated, winner pictures posted and prizes won.

On land activities: There will be lots going on.

- Bands will start at 3:30
- On-dock demonstrations and exhibits from our fine yachting suppliers.
- Optimist pram challenge races (someone's going in the water for sure)
- Four corn hole courts to play the bean bag toss game
- Giant Jenga set up on the deck

- Ice cream truck
- Special "Polar Ice Cap" cocktails
- Draw prizes for all
- BBQ dinner for all

We are looking forward to a great day for all participants. Come out and join the fun!

### Important Dates

Pursuit racers must register by Sunday July 12. \$25

### BBQ/Party Tickets

Purchase by Wednesday July 15. There will only be limited tickets available on the day.

### Other Boaters

Registration is \$25 before July 12th, \$30 after that.

Register Here! <http://bit.ly/1KzSkGD>

Questions or more information, call;

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## National Yacht Club Buddy System

I have recently set up a NYC Buddy System for new Members. The purpose of this is to use existing Members to assist new Members integrate into the National Yacht Club Boating Community.

Over the past couple of weeks, I have matched many new Members with a Buddy. However, there are a significant number of Intro Crew Members, who have informed me that they agree with this program and would certainly like a Buddy to help them through their first year at the Club.

Although I got a good response with volunteer Buddies, it would be nice if some active racers

would be willing to take on some of these Intro Crew Members as Buddies.

This new program will certainly assist in the retention of these Members going forward, rather than having them leave us because they did not feel welcome in our Yacht Club. In the past we have spent such a considerable effort in obtaining new Members to the Club, but appear to neglect them once they are a Member. Hopefully, by this method of helping them integrate, we will see an improvement in our annual renewals.

If you are willing to participate please contact me.

**Linda Morley**

VC Marketing & Communications

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647-223-0305

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## From the Bridge

The merry month of May has been a very busy one for NYC members. We finally got some warm weather. A relief when you've got behind in painting the bottom, and you get into a frenzy of wondering when on earth you're going to find the time to wax the top sides before launch. This is prime "messaging around in boats" time for many NYC members.



The weather gods smiled kindly on us for launch. My congratulations go out to Vice Commodore, Marine Operations Don Weston and his dedicated Launch Committee. Volunteers who managed the complex process of launching large boats with evident experience and well-tuned collaboration. It was a hand-off year for Launch Committee Chairs with Kevin Marks and Tim Sweet stepping down to make way for Co-Chairs Paul Chandler and Mike Brown. They were strongly supported this year by Volunteer Coordinators Gregor Stuart and Ian Pooles as well as Yard Masters - East, Chris Chapman, and West, Trina Boivin. Thanks to all who helped out. The way NYC manages launch is a great example of volunteerism at work.

I was invited to attend the annual luncheon and meeting of the National Old Timers Sailing Association - NOTSA - and did so with pleasure. Twenty-one long time current and former members of NYC gathered in the Chart Room for a delicious meal and an interesting talk by NYC's Archivist (ex-officio) Past Commodore Wayne Mullins. His stories and pictures really bring to life the earliest days of our club. Wayne convinced many of us that NYC can arguably be said to have been established in 1890, albeit by another name - the National Sailing Skiff Club. Perhaps we can persuade Wayne to tell his fascinating story at some future club event. By the way, during the NOTSA luncheon participants were asked to report on the number of years they

had been "messaging around in boats". When the math was done, the audience averaged 54 years... a total of 1134 years of nautical experience.

Earlier in May I had an opportunity to meet with two key players in the Island Airport saga. Robert Deluce, CEO of Porter Airlines and Geoff Wilson, CEO of PortsToronto joined me for a lively discussion over lunch. You may recall the old biblical story of Daniel in the lion's den. I felt a little bit like Daniel as it was very clear that my lunch mates were enthusiastic about the topic of airport expansion. Mr. Deluce remained adamant about his earlier stated position that any movement of the Marine Exclusion Zone buoys would be "a deal breaker". He assured me that the MEZ would not move and supported his position with information on glide paths of jets versus turboprops and other technical data.

Mr. Wilson appeared neutral on the topic of jets at Billy Bishop, However his organization's investment in the pedestrian tunnel under the Western Gap makes one wonder about the true direction of this federal government agency. For the record, let me repeat the NYC position on the expansion of the island airport. We have made public our ongoing support of the Tri-Partite Agreement, currently existing at all levels of government, that states that the airport will not support jet aircraft of any type. Stay tuned and stay informed on this important issue.

Finally, it's always nice to hear about acts of cooperation, kindness and support among club members. Over the last week I've heard two great stories of club members rallying around to manage adversity. One story had to do with Grand National, an errant line and a propshaft. Never a good combination. I'll let Vice Commodore Sandy Steffen tell the story elsewhere in this newsletter. The other story had to do with a member managing a rigging issue requiring a de-masting. Big job, no one around, what to do? Then, suddenly, helpful, skilled members appear and the job gets done.

So we made it through the month of May. The boats are in the water. Let's get out there.

**Neill MacMillan**  
Commodore

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## NYC Blue Crane Usage

Over the past few weeks, misuse of the blue crane has come to our attention. Most recently, the cable was off the sheave and jammed beside it, making the crane inoperable. And it had been left that way for another to discover.

Here is a brief overview of operating procedures. The crane can lift a load up to 9,000 lbs, using just the hook, or one of the two short spreader units (one blue, the other orange) with straps. The ideal lift is one that uses member-supplied lifting straps and the single hook assembly to transfer the boat to and from the water. The crane is not intended to be used to lift masts or bosun chairs, or any other light weight work. That is where the white crane needs to be used.

The key to unlock the blue crane controls can be signed out at the OOD Station. Note that the crane should always be left in its "parked" position. This means that the boom has been pulled all the way to the south and the hook attached to its tether strap. The boom must be tied off so that it cannot swing freely. Under no circumstances should the hook ever contact the ground. This removes the tension

on the cables and allows them to quickly jump out of the sheaves and become trapped.

Once the key has unlocked the controls, the first action is to lower the hook and undo the tether. Please do not start by raising the hook and destroying yet another tether strap. When the lift operation has been completed, it is expected that the operator will return the crane to the same "parked" position.

If the blue crane cannot be used properly by Members, consideration will have to be given to a new NYC House Rule that only trained and certified Members can operate it. At that point, it would need to be booked in advance. Cost of repairs from misuse keep climbing and cannot be allowed to continue.

If the crane does not appear to be correctly positioned when you approach it, this needs to be reported to the Office and recorded in the Log Book when the key is returned.

**Don Weston**

Vice Commodore, Marine Operations

(C) 416-702-7706

(H) 416-762-7773

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## Weeknight Cruising Programme starts again June 1

Hi Skippers and Cruising Crew

We are excited to announce that our Weeknight Cruising Programme starts again this season on Monday June 1. We will be reverting back to the "old" system whereby Skippers volunteer each week for Mondays and Thursday night cruises and Crew will register by emailing/calling the Office (Fridays and Wednesdays by 10 a.m.).

We need new Skippers to build a good slate of available boats. We cruise every Monday (except on Public Holiday Mondays) and Thursday starting at 5:30 p.m.

The process is simple.

We e-mail Skippers every Thursday, and they sign up for the following week's Monday and/ or Thursday. In other words, it is not an ongoing commitment. You commit for only a week in advance for when and if you can. You also commit to how many crew you can take each time as many Skippers sometimes have their own guests as well.

We then allocate crew over the weekend for the Monday and on Wednesday for the Thursday.

For more details or to volunteer, please email [tomstephens@rogers.com](mailto:tomstephens@rogers.com) or call me at 416-907-9848 for details. Crew bookings to be made through the Office by emailing [reception@thenyc.com](mailto:reception@thenyc.com) or calling ext 32.

We are also seeking Volunteer On the Dock Coordinators to help out with these twice-a-week cruises. Please contact me for details.

**Tom Stephens**

Email: [tomstephens@rogers.com](mailto:tomstephens@rogers.com)

Phone: 416-907-9848

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# This Month in History - June

**June 1903** - The first power boats at the National Yacht and Skiff Club. The 1890's fleets of the West End Boating and National Yacht Clubs were all sailing vessels consisting of narrow skiffs less than 18' in length, small deep draft knockabouts and larger sail boats including Mackinaws, traditional sloops and yawls.

The first reference to a power boat in the NYC roster is recorded on June 6, 1903. Harry Stubbs highly polished brass steam launch TESBY cruised with Club sail boats to Frenchman's Bay. Gasoline motor boats were becoming available in Canada around this time and interest in fast motorboats grew rapidly in the early years of the 20th century. Frank Fielding, Club Secretary-Treasurer, owned a gasoline launch by August 1903. It often provided a new service - towing members' skiffs to and from the race course and regattas. Captain Maw and George Fielding had newly designed gasoline motor boats with spark plug devices in 1904.

As Toronto's yacht clubs had half a dozen flyers by 1905, a proposal was made to hold the first ever handicap motor boat race on Toronto Bay. Stubbs's TESBY was employed as the Judges boat for Toronto's Dominion Day Regatta.

**1906** was a benchmark year for NYC's power fleet:

- A Motor Boat Section was formed to promote cruising and racing.
- Joining the fleet were a couple of large class speedsters capable of 14 mph - a top end speed at the time.
- QCYC and NYC's fleets joined forces and cruised to Oakville for a rendezvous with the Royal Hamilton Yacht Club's motor boat fleet.

- Commodore Edward Collette branched into power boat racing purchasing VIOMA which he raced successfully.
- AUTO-FLOAT and VIPER won all the Large Class silverware at the Toronto Motor Boat Regatta. NYC hosted parties in celebration.

Lou Marsh had the first taste of power boat racing in his 23". Marsh endorsed the power bug - a foretaste of things to come for the National. Marsh's golden years of "sea flea" racing were still some 20 years in the future.

**June 1915** - The Club's early fleet may be considered to have been limiting by today's standards. However, the Long Distance Racing and Cruising program was often more extensive than we have experienced in modern times. The 1915 Events Calendar suspended all at home Club evening and weekend on water activities for two weeks. This allowed the entire NYC fleet to schedule 10 days of racing and cruising to Olcott, New York, numerous NYC hosted events at Olcott and the races home.

**June 1941** - Although participation in events was shrinking as members mobilized for the war effort, there was significant interest in the NYC power boat race to the Royal Hamilton Yacht Club. The race was the last major Club event for five years. Subsequent government fuel restrictions and rationing came into effect in the fall of 1941. This curtailed most Club activities for the duration WWII with the exception of a limited dinghy racing program.

**June 1966** - NYC's Open Regatta was the season opener race event for Toronto area yacht clubs. A record 300 boats crossed the start line.

**Wayne Mullins**  
Past Commodore and  
NYC's Honorary Historian

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# Marine Operations Update

Another month has passed, and the boating season has started. It's great to see so many mast up, sails bent on and preparations for racing are well underway.

We have had a really tough time getting the White Crane back into full operation. Last weekend, all looked really good, but then something electrical happened to the low boom and it was out of service. The team are working to understand what happened and to get it back into full service. If you are still waiting to get your mast raised, use the polecat! An appointment can be made through the office.

There are a couple of additional tasks still pending for the White Crane. There is no question that it can use an update on its paint. I am looking for a volunteer to take on the task of pulling together a team to complete a full refresh of the paint. This should not take very much time, and it would do a lot to beautify the west yard. Any takers to make this happen?

The second task is the addition of lights to the cranes. While they are not needed at this time of the year, they will be installed following the completion of the painting. And the Blue Crane will also receive lights to help working in that area.

The Dock Committee continues getting the docks into good and safe condition. If you find something that does not appear "right" anywhere on the docks, please bring it to the attention of Ed Konzelman (ed@konzelman.ca) so he can schedule the work. The same goes for the mooring area. If there is any issues in the outer basin, please bring them to the attention of the Mooring Committee Chair, Craig Lahmer (clahmer@rogers.com).

And while on the subject of tying up boats, please review the updated Dock and Mooring Guidelines on the NYC web site. There has been several updates, mainly in the area of mooring with the

new buoys. Site reference: <http://www.thenyc.com/members/moorings/>

I want to again thank all of my Committee Chairs for their efforts, on your behalf, to make The National such a great place. Time and time again, they step up and help out. With the pending yard cleanup scheduled for May 25 -27, extra work is needed to be completed. If you have any time, please check in with the Office. They can direct you to a team. Also review the Volunteers section of the web site for other positions where volunteer hours can be earned.

In a previous message, I asked for input on the concept of "Mooring Stars". The feedback I received was very little so will let the idea rest for the time being. I have a team looking into the possible replacement of the entire D Dock. These docks are over 22 years old, were never meant to be subjected to the weather they are subjected to and most of the slips are too short and narrow for most of the boats at NYC.

Regards, and have a wonderful and safe boating season.

**Don Weston**

Vice Commodore, Marine Operations  
National Yacht Club



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# HOURS OF OPERATION

## DINING ROOM AND BAR

### January 8 to April 3, 2015

	<u>Dining Room</u>	<u>Bar</u>
Monday & Tuesday	Closed	Closed
Wednesday & Thursday	4 pm - 9 pm	4 pm - 10 pm
Friday	11 am - 9 pm	11 am - 10 pm
Saturday & Sunday	11 am - 4 pm	11 am - 4 pm

### April 4 to April 19, 2015 **Extended Weekend Hours!**

	<u>Dining Room</u>	<u>Bar</u>
Monday & Tuesday	Closed	Closed
Wednesday & Thursday	4 pm - 9 pm	4 pm - 10 pm
Friday	11 am - 9 pm	11am - 10 pm
Saturday & Sunday	11 am - 8 pm	11am - 8 pm

### April 20 to September 13, 2015 **Summer Hours – Now Open 7 Days a Week!**

	<u>Dining Room</u>	<u>Bar</u>
Monday to Friday	11 am - 9 pm	11 am - 11 pm
Saturday	9 am - 9 pm	11 am - 11 pm
Sunday	9 am - 9 pm	11 am - 9 pm

#### **Important Notes to these Hours**

These hours will be extended for special events and holidays.  
Food & Beverage Services will be adjusted according to seasonal demand.

#### **Closing Policy**

Should there be fewer than 10 customers in the bar one hour prior to scheduled bar closing time, the clubhouse will close one hour early.

## CLUB OFFICE

### January 3 to April 19, 2015

Monday to Friday 8 am to 4 pm

### April 20 to October 30, 2015

Monday to Friday 9 am to 5 pm

## NYC WATER TAXI

### May 2 to May 18, 2015

Monday to Friday 9:30 am to 9 pm  
Saturday & Sunday 8 am to 9 pm

### May 19 to September 13, 2015

Monday to Friday 9:30 am to 10 pm  
Saturday 8 am to 11 pm  
Sunday 8 am to 10 pm