

# ICOYC NEWSLETTER

September 2014

## From the Editor

Welcome to the latest ICOYC Newsletter. In this issue we celebrate the outstanding success of the recent ICOYC Cruise. This spectacular event was held in June and attracted a group of sailors to cruise around the beautiful islands of Elba and Corsica in the Mediterranean. Standout quotes from those participating show just how enjoyable the event was and will, hopefully, encourage others to take part in future cruises.

Andrew Delves, of the Royal New Zealand Yacht Squadron, reveals their plans for the forthcoming ICOYC Forum and its accompanying cruise. Meanwhile, Bob Miller outlines the findings of the recent survey of member club issues and opportunities, and how they are influencing the next Forum.

A brief overview of the fabulous new NRV Clubhouse is provided by Wolfgang Weber – look on the ICOYC website for more details.

We welcome three new clubs to the ICOYC with an article on their history and facilities.

ICOYC Administrator, Louise Sportelli, reports on the recent Annual Meeting and the changes to it necessitated by revisions to the ICOYC bylaws.

Finally, an opportunity is given to purchase the ICOYC burgee and lapel pin. These quality products provide the wearer with a way of showing their pride in the Council.

Best wishes  
Alison Boyd  
Newsletter Editor

[newsletter@icoyc.org](mailto:newsletter@icoyc.org)

## Inside this issue:

Wish You Were Here... Cruising the Tuscan Islands	2-3
Commodores' Forum, RNZYS, 17-20 February 2015	4-5
Risen Like a Phoenix: The New NRV Clubhouse in Hamburg	5
New ICOYC Member Clubs	6-7
2014 Survey of Member Club Issues and Opportunities	7
Annual Meeting Report	8
The Universal Courtesy Insignia	8

## It's a Secret?

Connie and I recently spent a glorious week with a group of friends cruising the Mediterranean coast of Italy, specifically around the Islands of Elba and Corsica. As you may read elsewhere in this Newsletter, this group numbered 53 in a dozen yachts full of ICOYC members from eleven clubs. Nearly two thirds of the group had been on earlier Council cruises, and they represented clubs that have previously acted as host club. Given that all ICOYC Cruises are open to all members of member clubs, an audience of nearly one hundred thousand, I wondered why the group was so small, and the representation so narrow.

It didn't take me long to eliminate the usual impediments of timing, weather, location and such from the answer. My own experience at home soon revealed the primary reason – ICOYC Cruising is a secret! Most of the members of most ICOYC clubs, including my own, have no idea whatsoever of this extraordinary opportunity open to them. Further, I suspect that they also have little idea of what the Council represents to them and their clubs, or the other activities they are welcome to join. Why?

We (collectively and individually) have not done a good job of conveying our messages to our fellow club members. I, personally, accept the responsibility for not guiding the Council toward making that easy for all of us with better tools and steady reminders, and vow to improve that in the coming months. On the other hand, based on a survey of Member Club websites and publications, those tools that have been provided are being little used. Frankly, no matter how good or frequent our messages and marketing tools may be broadcast to you and the Communications Manager of your club, without some supporting effort from you, the message will seldom get to the intended audience of club members and leadership. We need your help only a few times a year in supporting our broadcast efforts by some personal follow-up with your club staff or volunteers to encourage appropriate publication and answer any issues or questions that may have arisen.

At this point you might (I dearly hope) be thinking, just what can I do and how much time will this take? Here below are a few examples of how you can help.

Ask your Club Editor to advertise the ICOYC Cruises, so the members know they are invited and can get information. If they need publish-ready copy, let us know, and we will provide it. See if they will include Council Events on their activities calendar.

If your Club has a Cruising Group or Committee, see if the Cruise can be presented at one of their meetings (we always have a PowerPoint presentation for use), followed by a question and answer discussion. Take names and e-mails, as we can always follow-up with replies to those not answered at the time.

Ask your Webmaster to post a link to the ICOYC website and its Newsletters on your website. Members will then have a greater understanding of the Council. As you are likely a past leader of your Club, please do not forget to suggest the ICOYC Member Library as a resource for ideas and possible contacts, where your leaders and committee chairs may read of, and discuss, the issues with those who have already confronted them. For my Club, some of the best ideas we've encountered in recent years have come from those contacts, especially ones of caution against false solutions.

Please ensure that your Club leadership, particularly those 'coming up' in the ranks, are aware of the opportunities for involvement, worldwide networking and peer relationships that are an important part of the Council, and provide support for those new to the role. This can be done in casual conversation or with occasional sending of relevant material to the appropriate person. Also, the Regional Conferences, as well as the Forums, are terrific ways of taking advantage of those opportunities. All are open to all club leadership.

You may be the ICOYC Representative or Alternate for your Club, or a current leader who is involved. In that role, you are



also, in many ways, the ICOYC Representative to your Club. I believe that is an equal responsibility, as each contributes to the other, and you are in the important position to see it is effectively done in both directions. We can have our meetings, produce erudite issue papers and talk at length of membership development, youth sailing, sponsorship and such, but unless all that is brought home and shared the exercise is for naught. In my experience, every Club is actually its members, not the facilities or fleets or agenda, and nothing survives for long in any club without the support of the membership. The same holds true of the Council. We are our Member Clubs and their members, and without those members would cease to exist. It is crucial that the message and mission of the Council is understood and endorsed deeply within Member Clubs so the benefits of governance, working together, sharing information and having fun are enjoyed by all.

If I can be of help to you in fulfilling your role, please just ask. I am willing. Obviously, if you have a good idea that would make getting the message out easier, please speak out.

I look forward to seeing most in Auckland, if not before.

Fair Seas,

John McNeill  
ICOYC President

## Wish You Were Here...Cruising the Tuscan Islands

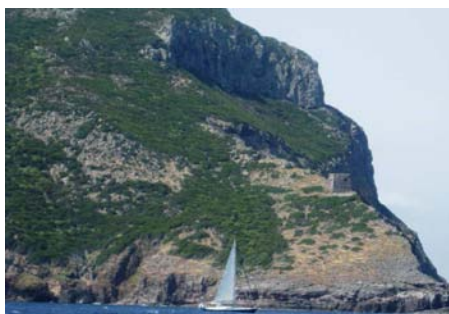


*'We find it very difficult to imagine a better combination of company and adventure in spectacular surroundings.'*

Saturday, 21 June 2014, a group of 53 sailors from eleven ICOYC Member Clubs around the world gathered to cruise the islands of Elba and Corsica for a week in the Mediterranean. Our fleet of chartered and private yachts was guided by Yacht Club Italiano member Carlo de Thierry on his 50' classic teak sloop, *Pamadica*. Connie and I were hosted by Uwe and Inge Suhr of Norddeutscher Regatta Verein aboard their Beneteau 54, *Henryke VII*. We were off for the cruise of a lifetime!

The fleet gathered in Portoferraio's Medici Marina for cocktails on Saturday evening as we got to know each other, and custom designed tote bags, emblazoned with our course map for the week and the burgees of Yacht Club Italiano and the ICOYC, were presented to all attendees to support shopping expeditions to come. We all walked to the nearby restaurant La Stella Marina for a 'launching dinner' in our private banquet room. Over the course of the evening, seven courses of excel-

*'... the ICOYC Elba cruise was a great joy and experience. It was so good to meet our sailor friends from overseas and to be a part of this great community.'*



lent local seafood were served, accompanied by copious quantities of wine. The din of excited conversation and laughter carried many into the wee hours. Thence well fed, and equipped for cruising and shopping, we prepared to sail the next morning for Isola di Capraia, another Tuscan island about twenty miles north, which turned out to be a delightfully peaceful harbour after the bustle of Portoferraio. Most cruisers enjoyed a pleasant walk along the port shore, shopping and selecting one of the small 'ristorantes' and trattorias for dinner. A blissfully quiet nightcap in the cockpit closed the day for a full night's sleep.



*'These cruises are such a great idea. We enjoyed every single minute. It was lovely to see people again whom we had met before and others who participated for the first time. Building this group of cruising people from all corners of our globe was really something which was missing. We hope this will continue in the years to come.'*

We sailed at ten the next morning for Macinaggio on the French island of Corsica as a loose fleet in light air...and then the fun began! In the light air smaller and lighter boats preformed well, sometimes passing the big boats. Chuck Stuckey of St Francis YC, at the helm of the graceful *Pamadica*, began to gain on the leading *Henryke VII*, with President John McNeill piloting, eventually ghosting past in the zephyrs of air, with a cacophony of cheers and jeers. As the boats neared Corsica, though, the breeze built to a solid 20 knots,

*'... my wife and I have now returned to Hamburg with a big bag full of fond memories of the last three weeks.'*



*'This certainly was another good example of what surely will continue to be an extraordinary benefit of ICOYC membership.'*

and the proper order of things was restored. On entry to the well protected harbour, however, the resulting crosswind presented a hilariously challenging situation, as med-tying (stern in) to a rock wall proved very difficult, often requiring multiple approach and abortive manoeuvres and yelling before getting secured. However, no lives or limbs were sacrificed. Some egos were bruised a bit, but cocktails together in a sheltered spot on the quay later, at the suggestion of a few members, managed to laugh it all away.

We spent two days in Macinaggio, due to adverse conditions for our planned 40 mile next leg, which turned out to be a boon as touring the area was delightful. One couple hired the last available Vespa, scootering like locals to see the villages, and the gang aboard *Henryke VII* chartered a stretched Mercedes taxi for a three-hour drive around the north island seeing extraordinary terrain, Giraglia Island (the southern mark of the Rolex Giraglia Cup) and visiting a couple of excellent small wineries on the way. What was now the traditional dockside cocktail hour was replete with tales of exploration.



## Wish You Were Here...Cruising the Tuscan Islands (continued)



*'Everyone taking part helped to make it a fantastic time...I would not have missed it for anything.'*

On the second night in port, the wind and swell conditions eased to reasonable levels, but failed to haul west as needed, so we altered plans and sailed due east to Marina Marciano on the north shore of Elba, protected fully from the southern wind and swells that persisted, with berthing organized by Carlo de Thierry on *Pamadica* with his best Italiano. This marina turned out to be the best of the cruise, with clean showers and heads close by, and a medieval castle at the end of the quay for our evening cocktail ritual. Some

*'We all went to such wonderful places that could not have been bettered anywhere in the Med. So beautiful and such fun.'*

went for a swim at the cabana equipped beach behind the castle, while others shopped for provisions. This night, a group with Carlo de Thierry dined at an excellent restaurant recommended to Carlo by locals, well away from the dockside 'strip', followed by a cockpit nightcap and conversation. This was a memorable day of sailing and camaraderie.

The next short leg was a mere 24 miles around the east tip of Elba to Porto Azzurro, but it turned out to be the longest sailing day, just because the sailing was so good. A soft 15-knot southerly, flat water and warm temperatures induced many to just sail on when it came

*'What an event! We all thoroughly enjoyed it and it makes it so good and easy for us having a well organized event with no worries.'*

*'What can I say? I've sailed in the Med several times before, but Elba and the little bit of Corsica we saw added a new dimension.'*

time to turn south around the island, extending the trip by a couple of hours, then stopping in one of the beautiful coves on the south shore for a swim. Swimming was almost compelling in clean, clear and warm (70°F+) water. At the dock at Azzurro, the marina had arranged group berthing for our fleet, and posted a support station attended by staff at the very dock we were allocated. As usual, the restaurants were excellent, and in this port provided a vast selection of cuisine and style. This night there was a huge street market on, making shopping until midnight the chosen activity for many.



The last day began with a midday departure from Azzurro, a swim in a protected cove and docking in Portoferraio along the quay at Marina Medici. In the evening, each boat and crew then presented their contribution to a potluck dock party, supposedly concocted from remaining provisions. The spreads of

*'The sailing was lovely, the marinas excellent, the food outstanding, the wine memorable and the company always convivial.'*



*'It was a great itinerary with a free and easy approach that enabled us all to relax and enjoy the trip. The company of all crews participating was much enjoyed. Looking forward to the next trip.'*

ferred were amazing in richness, variety and creativity, and supported by a seemingly endless pour of potables which kept the boat-hopping going until well after midnight, with lots of laughs and hugs, a couple of happy tears and a call of 'let's do this again' all around. Early the next morning, departures on the ferry or by sail to mainland ports commenced, with *Pamadica* of Yacht Club Italiano sailing back to Genoa via Portofino, Alain Radelet's *TELEDAR 2* continuing on holiday and others continuing to points in Italy. Connie and I rented a car on the mainland nearby and enjoyed ten more days in Italy, including sailing briefly on the Adriatic near San Marino.

At this point many have begun to talk about Auckland in February, the site for the next ICOYC Cruise, hosted by the Royal New Zealand Yacht Squadron, and open to all members of ICOYC Member Clubs. I certainly hope that you will make this adventure in New Zealand known to your club members, and hope you might consider joining us for that. Even if you will not be involved in the Forum the week before, the cruise of the Islands of the Hauraki Gulf will surely be another memorable ICOYC Cruise.

President John McNeill and Connie McNeill  
St Francis Yacht Club

## Commodores' Forum, RNZYS, 17–20 February 2015



The Royal New Zealand Yacht Squadron are proud to be hosting the 2015 International Council of Yacht Clubs' (ICOYC) Commodores' Forum in February 2015 in Auckland, New Zealand. We believe that this is an excellent opportunity to host international delegates from the best yacht clubs from all over the world at our very own historical club. This is also an opportunity to showcase all that our beautiful city and country has to offer.

We want this to be more than just a Forum, our goal is to ensure attendees, and their partners, experience the 'City of Sails' as diversely as possible whilst also partaking in some genuinely interesting, informative and productive Forum sessions that are beneficial for all the delegates and clubs involved. If you haven't been to Auckland or New Zealand before, then this is a must-attend event as the city will be absolutely buzzing with tourist, sporting and summer activity.

February is one of the hottest months of the year in New Zealand, so this is definitely the best time to join us down under. Not only will we be hosting the ICOYC Forum during this time, but the city is hosting some wonderful events including the One Ton Cup Revisited, the Volvo Ocean Race Auckland stopover and the ICC Cricket World Cup, to name a few. This means there will be people from all over the world enjoying our shores, creating an atmosphere no one will want to miss out on and will likely bring you back to New Zealand for more visits in the future.



### Forum Schedule

We have created a diverse schedule for the Forum that will ensure all are enthused and engaged throughout, learning valuable new innovative information that can be taken back to all the respective clubs for the greater growth of world yachting and the ICOYC as a whole. In a recent ICOYC survey, we were all asked about what topics we would like to see discussed at the Forum. We have taken these survey results on board and selected the top six topics which will be used during our Forum discussion sessions:

- Club Finances
- Club Strategic Planning
- Membership Recruitment
- Membership Communications
- Racing Activities
- Youth Sailing

### Social Events

Delegates will also be taking a couple of off-site day trips, including one to the Southern Spars factory headquarters, as well as some extremely entertaining evening functions at various locations around Auckland. These include an official Maori welcome at the Auckland Memorial Museum followed by dinner in the Winter Gardens, Rum racing on the Squadron's Elliott 7m yachts, an official tour and dinner at the Auckland Voyager (Maritime) Museum and plenty more.

### Partners' Program

Attending delegates are also strongly encouraged to bring their partners to the 'City of Sails' and accompany them to all of the evening functions. The RNZYS has a superb official Partners' Program planned for all of the spouses. A lot of work has gone into organizing this amazing and varied program. Partners are going to be visiting all corners of the Auckland region in style, in so doing gaining a strong grasp of what the city has to offer. The partners' program includes a Tiki Tour and shopping excursion around the central city region, a day trip to breath-taking wineries on Waiheke Island, a trip to world renown Gibbs Sculpture Farm on the Kaipara Coast, a visit to the iconic black sand west coasts' Piha Beach followed by fish and chips and a waterfall viewing bush walk, a trip to Matakana township in the north including a visit to one of the most amazing gardens in the region and much more. We can guarantee the spouses



involved in this program will be talking about it for months, and years, to come.

There is an endless amount of things to see and do in the country's largest city, but there is also a lifetime of experiences to be had throughout the rest of New Zealand, described as 'an un-chartered wilderness of excitement and stunning scenery'. This holds true whether you head north to explore the beautiful Bay of Islands, down south to New Zealand's thriving capital city of Wellington, or even further south across the Cook Strait to the exquisite South Island which includes the resort town of Queenstown and the world renowned Fiordland and Marlborough Sounds. The opportunities for fun and exploration are endless if you make the trip to New Zealand in February 2015.

### ICOYC Cruise

Following the ICOYC Commodores' Forum, we will be hosting and coordinating the official ICOYC post-Forum cruise that is open for all attendees and members of ICOYC clubs. The cruise will run from Saturday 21 February until Thursday 26 February and will be six days of excellent cruising and exploring the magnificent islands of our stunning Hauraki Gulf, led by some of the Squadrons' most experienced and seasoned cruisers. The Hauraki Gulf and its majestic volcanic islands are truly something to behold and could be enjoyed for months on end, but we promise to ensure attendees witness the best it has to offer during this cruise. We guarantee participants will



## Commodores' Forum, RNZYS, 17–20 February 2015 (continued)

be planning their next cruise here before this one has even finished. To top off what will be a memorable cruise, we are planning to end it by accompanying the Volvo Ocean Race yachts (who are due on the final cruise day) into Auckland harbour and over the finish line – a great chance to witness these modern world racers up close and personal.

### Registration and Accommodation

Registration for the 2015 ICOYC Commodores' Forum at RNZYS is well underway and all associated documents can be found on our website ([www.rnzys.org.nz](http://www.rnzys.org.nz)). Please contact Marketing and Communications Coordinator Andrew Delves ([adelves@rnzys.org.nz](mailto:adelves@rnzys.org.nz)) for



any further information. We can't wait to host delegates and their partners in Auckland come February 2015. Please remember that accommodation will be limited in February so make sure you book early. We have a fantastic deal

with one of Auckland's finest 5-star hotels, the Heritage Hotel Auckland, which attendees can take advantage of by using the promotional code ICOYC2015 when making their bookings. We also encourage you all to make it easy for yourselves and use our official Forum sponsor, SelectNZ, to book all of your inbound travel needs. Find out all this information and more on our website [www.rnzys.org.nz](http://www.rnzys.org.nz)

*Andrew Delves  
PR, Marketing and Communications  
Coordinator  
Royal New Zealand Yacht Squadron*

## Risen Like a Phoenix: The New NRV Clubhouse in Hamburg



In May 2010 a smouldering fire in the basement of the old NRV Clubhouse located on the banks of Lake Alster in Hamburg severely damaged most of the building's interior.

After quite a bit of deliberation, the Club's Executive Committee and the members decided to demolish the fire damaged building and to have it replaced by an entirely new one in the same location. After securing financing for the project, the Club applied for a building permit which was granted by the Hamburg Building Commission in May 2012.

From then on work on the new Clubhouse got underway and within just 20 months, in February 2014, the new building was ready to be opened to the membership.

The present building has got a completely new and extended basement encompassing previously unused parts of the property thus gaining approximately fifty per cent additional usable floor space. It now houses the Clubhouse kitchen with storage facilities, cloakroom, changing rooms with showers, the boat-swain's workshop, a youth education room as

well as a fitness room for physical training. There is also space for the heating and electric systems and other technical equipment which had previously occupied parts of the old building's ground floor or did not exist at all.

The new street-level entrance facilitates entering the building for the less able, whilst, when inside, an elevator now connects all levels of the Clubhouse.

The ground floor invites members and visitors alike to enjoy the fireplace lounge with integrated library, visit the restaurant for a meal or to have a drink or two with friends at the well-stocked and communicative bar.

Located on the first floor are the new banquetting and conference rooms that can be adapted in size to match every occasion from large meetings to small and intimate lunches or dinner parties of our members and their guests.

The second floor contains the Club's administrative office and, finally, on the third floor there is the Executive Committee's meeting room.



After several years of limitations in the Club's activities, we are now proud to own a completely new Clubhouse matching our requirements. It will not only serve those who use it today, but it will, hopefully, also be home to the generations yet to come. Most important of all, it will, in the not too distant future, be the centre of activities during the 150th anniversary celebrations of NRV in 2018.

The new Clubhouse has finally made the Club's so called 'Floating Summer Terrace', our intermediate catering platform, obsolete once and for all. It served us well during the time of 'homelessness' after the fire had rendered our old Clubhouse totally unusable. This building had been rebuilt shortly after World War II from the rubble of its ruins and with the materials available at that time.

Whilst the old Clubhouse, with a charm of its own and many fond memories, is not forgotten, the focus is now on the new Clubhouse with the many new amenities pleasing our members.

*Wolfgang Weber  
NRV Delegate for International Affairs*

## New ICOYC Member Clubs

The ICOYC has welcomed three new members to its fold — the Royal Varuna Yacht Club, the Royal Queensland Yacht Squadron and the Royal Canadian Yacht Club. Here, we give a brief history of each of the clubs and some background to their facilities.

### Royal Varuna Yacht Club, Nongprue, Banglamung, Thailand

The Royal Varuna Yacht Club was founded as the Varuna Marine Club in 1957 by a group of ten who had answered an advert for 'Boating friends to form a boating club'. The first Chairman was Walter Meyer and the Sailing Captain was Prince Bhisatej. It was located in a scenic unspoiled seaside villa next to the town of Pattaya's only restaurant at the southern end of the Pattaya Strip. In those days the journey from Bangkok was an arduous six hour drive, including a car ferry across the Bang Prakong river.

The first recorded race was around Pattaya Bay, where a motley fleet of Enterprises, Ospreys, a 'prawn dinghy', a 7-metre 'folksboat' and even a sailing canoe raced for the 'Varuna Marine Trophy'. The Enterprise Nationals held at the Club in 1962 were the first national championship recorded in Thailand.

After being introduced to the sport by Prince Bhisatej, His Majesty the King frequented the Club and on 26 April 1965 the Club was honoured when His Majesty the King bestowed Royal Patronage and the Varuna Marine Club officially became the Royal Varuna Yacht Club. Due to local development during the tenure of the third Commodore, the decision was taken to move the club from its original site. As a result of this decision, the Club moved in October 1967 to its current location 'over the hill'.

As a family-oriented club for sailors of all abilities, the club provides a year-round sailing program including cruising around the tranquil islands, racing every week, regular international championships and a sailing



school to enhance the promotion of sailing in Thailand. Best of all, the Gulf of Thailand has excellent sailing conditions all year round.

The club restaurant offers a range of delicious Thai and international food, and, as well as a well-stocked club bar, there is a beach bar for sundowners. It is the perfect spot to relax with friends and watch the sun go down!

Having hosted many regional, national and international championships, such as the Laser 4.7 Worlds, Asian Optimist Championships, Fireball Worlds and the OK Worlds, the club prides itself on being a versatile international sailing venue and the premier yacht club in Thailand.

### Royal Queensland Yacht Squadron, Manly, Queensland, Australia

The Squadron's history dates back to 1885 when it was founded as the Brisbane Sailing Club (later to be known as the Queensland Yachting Club) and situated at Hamilton on the Brisbane River. In the early 1900s His Majesty King Edward VII bestowed the title of Royal on the Club, and in 1961 Her Majesty Queen Elizabeth II approved a name change to the Royal Queensland Yacht Squadron.

The Squadron opened its premises at Manly, on the shores of beautiful Moreton Bay, in September 1964. Since then it has continued to develop and improve its facilities to what is now regarded as one of the premier yacht clubs in Australia catering for sailing, cruising and navigation enthusiasts as well as a myriad of social activities. The development of this facility is still continuing.

With representation at every Olympic Games since 1956, the Squadron very actively promotes sailing as a sport, and, with the development of a sailing academy in 1991, we have been able to foster the advancement of members who aspire to these levels. We have three Olympic champions within our membership, two of which are the current International 470

Class Olympic Champions. A number of our young sailors are now striving towards Olympic selection for the 2016 Rio games competing in championships across Europe and the United States.

Fondly known as 'Regatta City' following the many very successful regattas hosted by the Squadron over the years, which include a number of world championships and many national and state titles, our race management team is regarded as one of the best in Australia. This team is ably supported by a vast network of volunteers who simply love helping our visitors enjoy their sailing and making them welcome at RQ.

Ocean racing is also a part of the Squadron's program with an annual race from Brisbane to Great Keppel Island, a 340 nautical-mile event attracting 30-40 competitors each year. This is the Squadron's signature event and will, this year, include a multihull division. Our cruisers and power boaters also enjoy the event with a 'rally', coordinating their arrival at Great Keppel Island to welcome the racing fleet. Races to Gizo in the Solomon Islands and Noumea have also been part of our ocean racing history.

The Squadron's boating facilities at Manly include in excess of 570 marina berths, 160 trailer boat parking spaces, repair and maintenance hardstanding, boat retrieval facilities, dinghy storage and launching ramps. Our vast rigging lawns are the envy of many. Members can also enjoy our 'down the bay' facility at Canaipa on Russell Island which provides a very relaxed atmosphere and the chance to escape the city.

Clubhouse facilities include a multi-function room for private functions (weddings, seminars, parties, etc.), a boardroom, and a restaurant and bar overlooking Manly Harbour. We are open Wednesday to Sunday for lunch and dinner and offer breakfast on Saturday and Sunday mornings.



## New ICOYC Member Clubs



### Royal Canadian Yacht Club, Toronto, Ontario, Canada

The Royal Canadian Yacht Club was founded in Toronto in 1852 to serve both as a recreational yachting club and, in the British tradition, as an unofficial auxiliary of the Royal Navy in the defence of the waters of Lake Ontario.

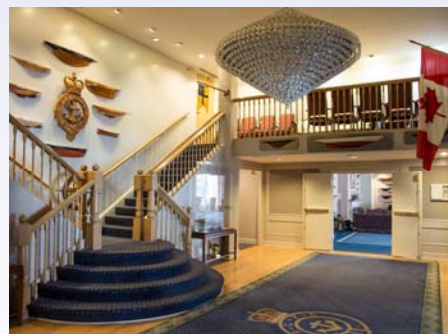
The Club was established under the name the Toronto Boat Club, but, with a warrant from Queen Victoria in 1854, became the Royal Canadian Yacht Club.

The Club's first homes were on the city shore, but increasing industrialization of the waterfront drove the Club to the Toronto Islands in

1881. The first Island Clubhouse was destroyed by fire in 1904. Its successor, which officially opened in 1906, suffered the same fate when, it, too, was irreparably damaged by fire in 1918. In 1919, Edward, Prince of Wales, laid the cornerstone for the gracious two-story Southern-style Clubhouse that has been the RCYC's summer home ever since.

Today, the club has four main objectives:

- 1 To encourage members to become proficient in the personal management, maintenance, control and handling of their yachts, in navigation and in all matters pertaining to seamanship;
- 2 To promote yacht architecture, building



- and sailing in Canadian waters;
- 3 To promote excellence in competitive sailing;
- 4 To promote such other sports and social activities as may be desirable in the interest of members generally.

The Royal Canadian Yacht Club is one of Canada's premier sailing and social clubs, with an emphasis on family participation, the development of our junior sailors and a determination for excellence in sailing. Since the merger of the Carlton Club with the RCYC, the Club has operated year round from two facilities – the summer home at the Island clubhouse and the fitness-oriented city clubhouse in downtown Toronto.

## 2014 Survey of Member Club Issues and Opportunities

Originally known as the 'Survey of Commodores' Concerns', the current annual survey of 'Issues and Opportunities' and dissemination of the results is among the key activities of the ICOYC. As active members of our yacht clubs, readers of this Newsletter know that their club is constantly wrestling with many issues and problems – financial, personnel, business, local government, racing federations, publicity, etc. As we all know from comments made during the past Forums, many of these problems are common to member clubs throughout the ICOYC organization.

One of the benefits of the annual survey is that it shows individual clubs that most of their problems are not unique to them, but the same issues have been confronted, often successfully, by other member clubs. Also, the key items, or hot points, in each year's survey guides the planning process for the next Commodores' Forum. The results of the 2014 survey have been sent to the team at Royal New Zealand Yacht Squadron organizing the 2015 Commodores' Forum in Auckland, NZ, 17–20 February 2015.

In late June 2014 the survey was sent out to bridge officers and board members/club trustees and the responses were tabulated at the end of July. This year, we used a cloud-based

survey tool called Survey Gizmo ([www.surveygizmo.com](http://www.surveygizmo.com)). The survey was emailed to 145 people and we received 49 responses. Some of the clubs chose to consolidate their responses into a single document, while other clubs allowed several members to complete the survey. Only three clubs failed to complete the survey this year.

The survey had 15 questions about club issues and concerns. Each question could be given one of six levels of importance and personal comments were requested. The questions often received a dozen or more personal comments from respondents, often highly insightful. This year, we asked how the responder would like to see the question handled in a Forum session – 'Presentation', 'Panel Discussion', 'Breakout Session', 'General Discussion' and 'Other'. It was quite interesting to see that many responders preferred the panel discussion and general discussion methods over the traditional single speaker or breakout session working groups.

Therefore, the Forum Advisory Committee is recommending more use of panel sessions, followed by a moderated discussion from the audience. Individual speakers will be used when we want to bring some specific outside knowledge or expertise. Breakout sessions

should be discouraged because they are an administrative nightmare and take up valuable time while organizing them. We expect that the panel discussions will begin with a 3–5 minute monologue by each person, then the session moderator will ask questions to the panel and solicit them from the floor. This is because the give and take of a well-organized panel discussion can produce some wonderful ideas.

Unfortunately, the wealth of information found in the survey report can't be easily presented in this article. Rather, each reader should download the report and perform individual analysis of the questions and review the comments from the survey respondents. The survey results can be downloaded from [www.icoyc.org](http://www.icoyc.org) by logged-in members only by going to **Member Library/Reports & Minutes** and looking in the section 'Commodores' Concerns'. The report is 28 pages in a 180 kilobyte file. If you have problems logging in or need log-in credentials, just send a note to [webmaster@icoyc.org](mailto:webmaster@icoyc.org)

Bob Miller  
ICOYC Forum Advisory Committee  
ICOYC Communications Committee  
Seattle Yacht Club

## Annual Meeting Report

The new ICOYC bylaws that were adopted at the November 2013 Annual Meeting require that future Annual Meetings are held on, or before, the earlier of 15 months from the previous annual meeting or six months from the end of the Council's financial year end. As a practical matter this requires AGMs to be held in the first four months of each year and means that Annual Meetings will need to be 'uncoupled' from some Forums, depending on when the Forum is held. Going forward, one will be held each year either in conjunction with a Forum (e.g. the 2015 Commodores' Forum being held in Auckland, NZ, February 2014) or separately in the spring via teleconference.

The first Annual Meeting under the new bylaws was successfully held by teleconference on 24 April 2014. Relevant documents were

made available in advance for member review. A quorum was present and the meeting was brief and constructive.

President John McNeill gave a concise report of the state of the Council. The Member Clubs in 'attendance' elected the slate of directors and officers put forth by the Nominating Committee including the re-election of Founding President Heinz Rautenberg as Honorary Director. The Audit Report was accepted and the Audit Committee – Inge Strompf-Jepsen (Royal Hong Kong YC), David Mead (Royal Southern YC) and Geoff Peretz (Royal Vancouver YC) – were approved to serve again in the coming year. The Council Secretary's report of significant Board actions since the last Annual Meeting in November 2013 was approved and ratified. The meeting was adjourned in less than thirty minutes.

Please note that only designated ICOYC Representatives or Alternates are allowed to officially represent and vote on behalf of Member Clubs. Representatives and Alternates can only be named by the current Representative, Alternate or club Commodore/President, acting on behalf of their club. It is possible to temporarily change a Representative for the purposes of an Annual or Special Meeting. Proxy votes are not allowed under the bylaws. If you wish to make a change to your club's designated representatives, at any time, please send an email to [administration@ICOYC.org](mailto:administration@ICOYC.org)

The plan is for future teleconference Annual Meetings to be as quick and productive as the most recent one held in April.

*Louise Sportelli*  
ICOYC Administrator

## The Universal Courtesy Insignia

### New ICOYC burgee and lapel pin web page

It's often a puzzle, when visiting another club, as to the flags that should be flown. One's club burgee has long been seen as a no-no, and as for nation flags, oh dear! The ICOYC burgee and lapel pin provide the perfect answer, signifying a global organization, beyond issues of states.

Members of yacht clubs in the ICOYC have the exclusive right to fly the Council's burgee and wear the lapel pin. Flying the ICOYC burgee on your vessel and wearing the ICOYC lapel pin is an excellent way to let others know about the Council and show pride in ICOYC affiliation.

A new page has been added to the ICOYC website that provides pictures of, and information about ordering, ICOYC burgees and



pins. You do not have to have Member Login credentials in order to access this page. From the **Home** page at [www.ICOYC.org](http://www.ICOYC.org), click on **About ICOYC**, and click on **Burgees and Pins**.

**ICOYC burgees** are made of a special coated nylon which resists ultraviolet rays and feature a fully embroidered design with full edge taping. They measure 12x18in (c. 30x45cm) and are currently \$32 each.

**ICOYC lapel pins** of blue and white cloisonné on a gold base, with non-swivel tack and back plate are 1in (2.5cm) across and are currently \$8 each.

Your order may be delivered at a Council event or shipped to you. If shipped, charges

(at cost) are added to the total price of your order. Payment is accepted in US or Canadian dollars and can be made by cheque or bank transfer (we cannot process credit cards).

Any yacht taking part in an ICOYC event is expected to fly an ICOYC burgee. However, please also fly your burgee at home and help spread the word about the benefits of Council membership to your club. If you have any questions or queries please email [administration@ICOYC.org](mailto:administration@ICOYC.org)

*Don't leave home without it!*

*The ICOYC is active throughout the world, but is formally registered as a Canadian corporation.*

*The registered office is:*

International Council of Yacht Clubs  
3811 Point Grey Rd  
Vancouver, British Columbia  
V6R 1B3  
Canada

[www.icoyc.org](http://www.icoyc.org)

