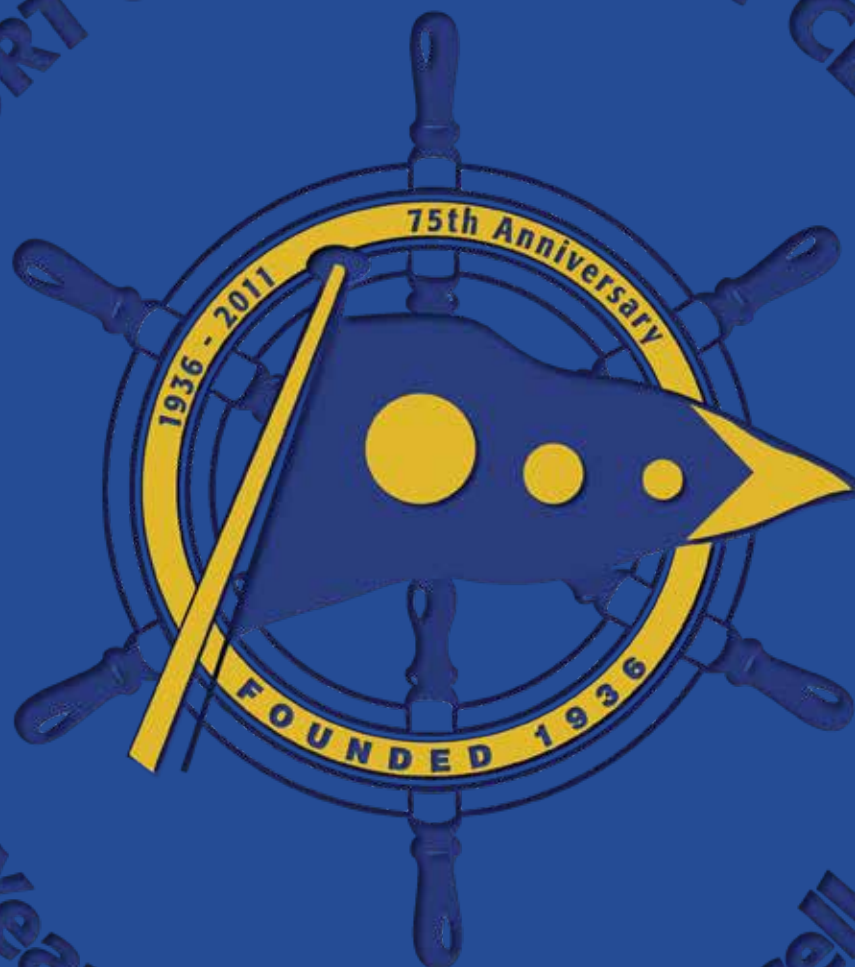


PORT CREDIT YACHT CLUB



75 Years of Yachting Excellence



# Foreword

*The 75th anniversary of Port Credit Yacht Club provides a very special opportunity to look back in time and marvel at the rich history of our Club. Exploring our roots and the people and places we came from helps us understand the issues of the day and prepare for the future. As members of Port Credit Yacht Club, we have much to be proud of and much to look forward to.*

*This history of PCYC is really just a sampling of the boats, people, events and places that make up our collective past. We have done our best to capture the spirit of our Club through the decades but, for every memory and story told, we have necessarily omitted many others. Please forgive us if your favourite is not included among these pages.*

*This book was made possible by the far-sighted efforts of our first Club historian and archivist, Dave Hunter, who has collected many historical documents and photos over the years. Much of our history might have ended up in the trash several decades ago had Dave not intervened at just the right moment to save*

*and preserve our heritage. In addition, Dave organized much of this material into an historical text about our Club and we have been most fortunate to be able to borrow extensively from Dave's earlier works in order to produce this volume.*

*Special thanks for our VC Planning & Marketing, Paul Fountain, who conceived of the idea for a commemorative book and supported the project from start to finish. Thanks as well to Maureen and Doug Cameron who spent many hours writing, editing and organizing the contents of this exciting 75th Anniversary Project. And, of course to Ed Radonic and his team at Radonic Rodgers who transformed the words and pictures to such a beautiful, first-class publication!*

*I have every confidence that you will be amazed and thrilled by the stories you are about to read. Our Club members have always demonstrated an adventuring spirit, resourcefulness and determination, generosity, a passion to win, a love of nature and the good fellowship of like-minded boaters. I hope you will enjoy learning more about the history of this Club as much as I have enjoyed writing about it.*

*Marilea McAllister  
Port Club Yacht Club Historian & Archivist  
Mississauga, Canada  
April, 2011*



*Photographed from the top of Black Diamond's mast*







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1936-37-38-39  
J.J. Morch



## CHAPTER 1

# The 1930s

Canada was hard hit by the Great Depression. Between 1929 and 1939 the gross national product dropped 40% and unemployment reached 33% in 1933. Hardest hit were heavy industry cities notably both Toronto and Hamilton.

Despite this, a group of young men with a passion for sailing had a dream. And, we're very glad they did!

# The boat that started it all!

During a storm in 1934, a small lifeboat from a passing freighter washed overboard and came ashore at the east end of Port Credit village's Cumberland Drive. Young Ted Schofield found her, rigged her with a mast, centerboard, rudder and sail, naming her *Arrowhead*. The 16' sailing dinghy attracted the attention of other young men in the neighbourhood and soon a group of men raced their boats and kept them moored on cans and tires in the Port Credit harbour. For a while the local men, including Bert Bradley, George Cousins and his sons Charlie and Howard, Edward (Ned) Green, Jack Macmillan, Jack Morch, Percy Oke and Ted Schofield met as a group at Jack Morch's boathouse on Cumberland Drive.

## **Arrowhead – The Boat that Started it All!**

Ted Schofield and daughter Edna sailing Arrowhead off the beach at Cumberland Drive, Port Credit.









## Birth of a yacht club

In the spring of 1936 they decided to form a yacht club and build a "Clubhouse". The first meeting was held July 28, 1936. Jack Morch was elected as Commodore and membership fees were set at \$5.00 for Senior Member, \$2.00 for Associate and 50¢ for Junior.

A land lot was leased from the Dominion (Federal) Government and construction commenced. The building of the Clubhouse was a do-it-yourself project financed by the sale of two lifetime memberships at \$100.00 each, purchased by Jack Morch and Norm Pearce.

The first PCYC Clubhouse building measured just 35' x 25' and was located on the east bank of the Credit River. The official opening of the Port Credit Yacht Club was held on Saturday, August 22, 1936. The PCYC burgee was first raised that day amid festivities which included a pillow fight, canoe races without paddles and other sailing events.

## The original members

There were 28 founding members – Ed Armstrong, B.H. Beaumont, Bert Bradley, Horace Burgess, Charlie Cousins, George Cousins, Howard Cousins, Ernie Dillon, Les Fleming, Edward (Ned) Green, Eric Hamilton, Bert Haney, Dr. R. Hiscox, Don Ketchum, Jack Macmillan, Bob Mason, A.G. McDermott, D. B. McEachern, Eldon McEachern, Jack Morch, Percy Oke, Norm Pearce, Ted Schofield, Laurie Smith, Sid Stewart, Fred Taylor, Bill Thompson and Lionel Winter. The fleet consisted of 8 boats of various shapes and sizes.



## The burgee stories

There were no written records specifically relating to the design of the burgee. Information comes from the memories of founding members as told to former PCYC Club Historian Dave Hunter.

The first is that the 3 gold balls represented gold pieces which were given to the Indians as credit against payment of beaver pelts and other furs, at the Government Inn on the banks of the Credit River. The yellow tip represented an Indian arrowhead.

Another version maintains the three balls are representative of the three balls on a pawnbroker's sign, with the arrowhead as a symbol of the Mississauga Indians.

Rumour has it that the three graduated sizes of balls represented our original membership classes of Senior, Associate and Junior.

Whichever version you choose... the key point is that we've been proudly waving this flag for 75 years!

### **Presentation Night – 1939** *(Page 8)*

Left – Commodore Jack Morch awards the Founders Cup to Jack Collett, while Bert Bradley (standing) and Don Jameson (sitting) look on.  
Middle – Jack Collett proudly displays his trophies.

Right – Silverware loads the table at the 1939 Presentation Night.

### **Sea Scouts – 1926 – 2011**

#### **Celebrating 85th anniversary!** *(Above Left)*

The 1st Port Credit Sea Scout troop has always had a close association with PCYC providing continuous sponsorship since the Club's early years. Sea Scout boat late 1930's.

#### **Mac 'N' Ed** *(Above Right)*

Founding members Jack Macmillan and Ned Green shared a boat in the early days. Ned is at the tiller while Jack is doing a balancing act on the port side. The girls are unidentified but we all know "every nice girl loves a sailor"!









# Opening day – August 22, 1936

From an article in the *Evening Telegram*

*"Entirely built by member volunteers, the new Port Credit Yacht Club Building was officially opened on Saturday, when a program of water sports and entertainment was presented before a large gallery.*

*Entertainment, following the raising of the Club's Burgee included a pillow fight with competitors astride a pole. Percy Oke and Charles Cousins found the going rather tough and Cousins took the round when Oke lost his balance.*

*Half a dozen were entered into the canoe race without paddles and Cousins experienced a spectacular upset to the accompaniment of much applause and laughter. After a wild scramble at the turning buoy, J. Bradley led the field home.*

*A rigging race followed with crew headed by Percy Oke and J. Macmillan. The team of Macmillan and Green won that scramble.*

*Tilting in canoes came next, one of the most exciting events of the evening. Macmillan and Bradley challenged Charles and Howard Cousins for the first boat. It proved to be a short one as Macmillan took a stiff poke from Howard's padded bamboo paddle. The winners were pitted against another pair, Ned Green and Bert Waters, the bout lasting some time until Cousins abandoned his pole and pushed his opponent into the water.*

*Not many were successful in walking the greased pole to reach the prize at the end of it, until some of the contestants coated their feet with sand and made some headway. But it remained for Macmillan to reach the end and grab the prize before he fell in. Percy Oke, to show how it should be done, walked breezily to the end of the pole and nonchalantly dived in.*

*Dancing and refreshments followed and a large birthday cake, decorated with ships and a lighthouse, was cut by Commodore J. Morch. Two pieces of cake were auctioned off by the Commodore at fancy prices."*

## **Port Credit Yacht Club – Opening Day 1936**

From left to right: Sea Scouts Alan Hare and Howard Cousins, Ted Schofield, Rear Commodore Percy Oke, Commodore Jack Morch (holding burgee), Eric Hamilton, Secretary/Treasurer Don Ketchum, Bert Waters, Vice Commodore George Cousins, Ned Green, and Sea Scout Jim Bradley.

*Photo by: Executive Officer Eldon McEachern.*

# The early years

Everyone loves a winner and word of the fun and camaraderie of the Port Credit Yacht Club must have spread quickly in the community, by 1937 membership had grown to 45 and plans were underway to expand the Clubhouse. The membership fee was raised to \$7.50 and a one-time entrance fee, similar to today's initiation fee, of \$5.00 was first introduced. The growing ranks of seaman held regular races on Wednesday nights, Saturday and Sunday.

"Footitis" was evident even back then as many members moved up to bigger and better boats. Sailors are always on the lookout for the next best (faster) thing. In 1937, the Falcon was the newest sailboat on the scene. There were only two in Canada, one of which was brought into PCYC by Grant and Brock Farrow. Their boat was so fast, the Farrow brothers had to give a five minute per mile handicap to the rest of the PCYC fleet. If you can't beat them join them. ...The Falcon actually became the first official racing class at PCYC with 4 more being built by or for members in 1938.

Also, in 1938 the ladies of Port Credit Yacht Club got together as a group for the first time...why should the men

have all the fun? This was a purely social event, women were not allowed to be members at that time, and was held at the home of Mrs. Percy Oke on Cumberland Drive. PCYC sailors raced with other Clubs around the lake, one of the earliest associations being with Queen City Yacht Club. On Sunday, September 3rd, 1939 the start of the race was interrupted and life changed for many forever. Listening to the radio as Britain declared war on Germany that morning, the sailors knew the lazy hazy days of summer sailing were over for awhile.



## The Original Clubhouse

Extension completed in 1937. *(Left)*

Original clubhouse in 1936. *(Right)*







1940  
P.T. Oke



1941-42  
J.D. Ketchum



1943-44-45  
E.T. Schofield



1946-47  
E.M. Dillon



1948-49  
L.W. Winter





## CHAPTER 2

# The 1940s

While Port Credit will always be known as a refuge for sailors and yachts, the tumultuous 1940s brought more than their share of strife and struggle to our shore. Challenges from the monumental to the trivial abounded, from the demands and sacrifices of World War II to the frustration of completely inadequate plumbing in the Clubhouse.

# Winds of war

In 1941, our Club was just five years old. It boasted 30 sail boats, 10 motor boats and a membership list of 60. By the summer of that year, 10 of our members had already joined the army, navy and air force, a fine display of the spirit that has always driven our leading members. As time rolled on through 1943 and 1944, more and more members left to join the Allied Forces overseas, with a final tally of 34 members. The sacrifice of these PCYC members who voluntarily gave up years of their youth so that we can live in a world of peace should be recognized by those generations who follow.

The war affected those who stayed at home as well. PCYC played host to visiting servicemen, taking them sailing on summer weekends. Winters were spent collecting the materials and supplies needed to keep our boats afloat next season, given wartime restrictions on everyday items like rope, paint, varnish and metal fittings. At the height of the conflict, the normal racing schedule was suspended for the season and surplus funds were invested in Victory Bonds.

## **Charlie Cousins** *(Top Left)*

One of the first PCYC members to join up, Charlie resigned in December 1939 and served overseas in the First Heavy Anti-Aircraft Regiment in Sussex, England.

## **Eldon MacEachern** *(Top Right)*

In the uniform of a civilian ferry pilot in the Air Observers School (AOS). Eldon flew twin-engined Avro Arsons.

## **Howard Cousins** *(Bottom Left)*

Leading Signallman RCNVR of the corvette, Algoma.

## **Eric Hamilton** *(Bottom Right)*

Armed Forces



Toronto "TELEGRAM"  
Nov 22/1944

## YACHT CLUB HAS 34 MEN NOW SERVING

Port Credit Organization  
Plans Extension of Club-  
House Facilities—Present  
Racing Trophies

PORT CREDIT, Nov. 22 (Special)

—Although only a young organization, 34 members of Port Credit Yacht Club are serving in the armed forces, leaving 47 active members, 13 associate members and six junior active members to carry on, it was reported at the annual meeting of the club held in the club house.

Future plans include extension of club house facilities throughout the winter months and it is confidently expected that by spring an enlarged building, complete with auditorium, workshop and storage room, shower, locker, kitchen and ladies' room will be ready for the use of club membership.

Reports showed that although restricted by wartime conditions, sailing activities provided interesting racing during the summer and trophies were won as follows: Trophy for knockabouts, L. T. Smith; Founder's Trophy, for dinghy competition, Les Garness; Cruising trophy for fleet competition, Ted Schofield; Farrow Cup, for Falcon class, P. Davidson; Bradley Cup for fleet competition, fastest time 3 laps around course J. D. Fryer and C. R. Hamilton; hat for first boat to sail down

Credit River 1944 season "Pop 'n Son" L. T. Smith.

Election of officers for 1945 resulted as follows: Commodore E. Schofield; vice-commodore, George McCloy; rear-commodore, Arthur Taylor; treasurer P. Thomlinson; secretary, C. R. Hamilton; executive officer, J. D. Fryer; auditors, L. W. Winter and L. T. Smith.

## Yacht Club has 34 men now serving

Toronto Telegram November 22, 1944

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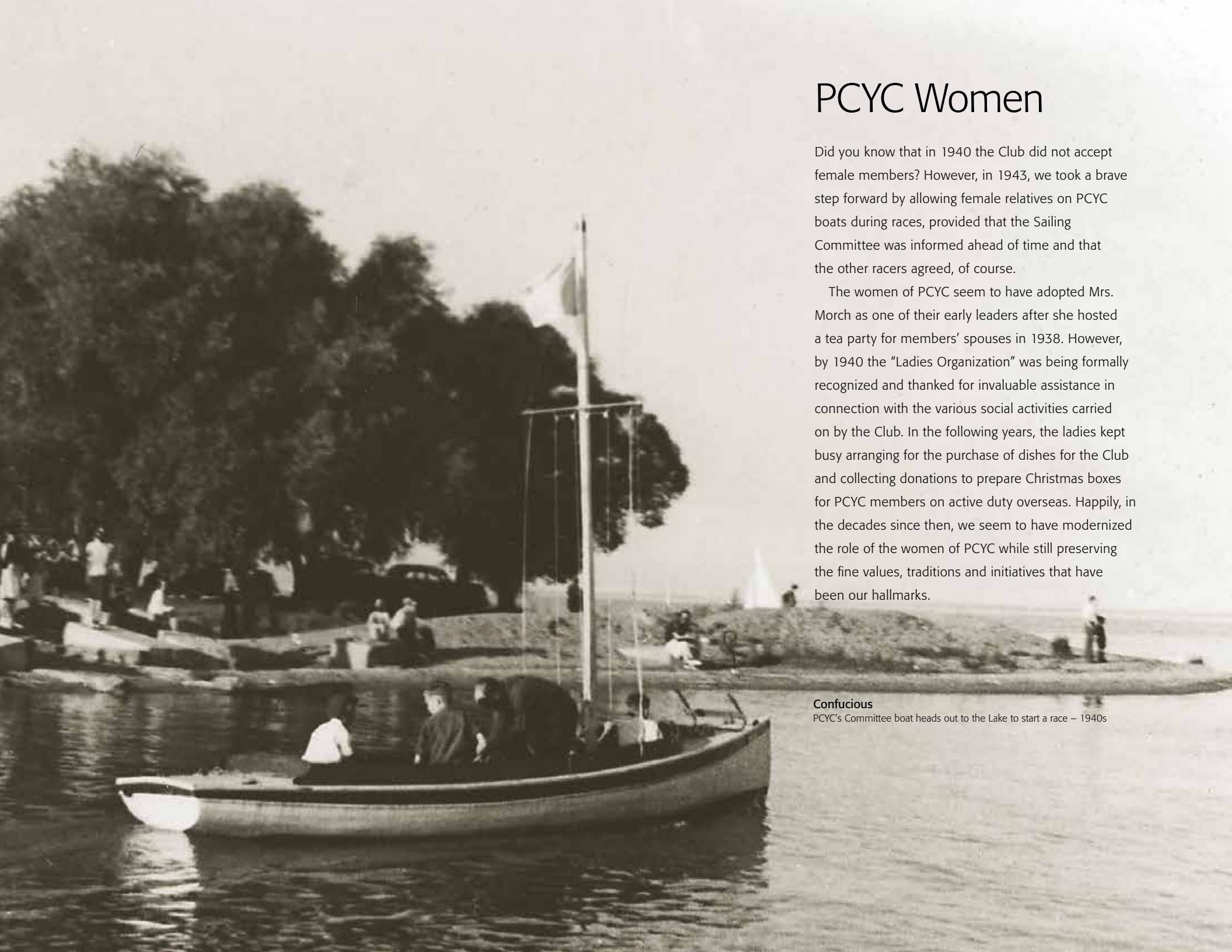
# PCYC Women

Did you know that in 1940 the Club did not accept female members? However, in 1943, we took a brave step forward by allowing female relatives on PCYC boats during races, provided that the Sailing Committee was informed ahead of time and that the other racers agreed, of course.

The women of PCYC seem to have adopted Mrs. Morch as one of their early leaders after she hosted a tea party for members' spouses in 1938. However, by 1940 the "Ladies Organization" was being formally recognized and thanked for invaluable assistance in connection with the various social activities carried on by the Club. In the following years, the ladies kept busy arranging for the purchase of dishes for the Club and collecting donations to prepare Christmas boxes for PCYC members on active duty overseas. Happily, in the decades since then, we seem to have modernized the role of the women of PCYC while still preserving the fine values, traditions and initiatives that have been our hallmarks.

## **Confucious**

PCYC's Committee boat heads out to the Lake to start a race – 1940s





# All sorts of water problems

The spring of 1941 brought very high water to the Credit River. Although the Clubhouse was under three feet of water for most of the spring, this did provide the opportunity to develop a new sport – boating inside the Clubhouse! Two young boys, Bob Dillon and Jackie Hare, paddled their canoe through the lounge to survey the extensive damage. As soon as the flood waters subsided, the members got busy to make some improvements to the Clubhouse, including running water and a rudimentary sewage system consisting of a series of 55 gallon oil drums.

Flooding recurred in 1943 such that the Club Executive took to holding their meetings on the dock, with the

Commodore ensconced on a barrel. It was at this time that serious consideration was given to moving the Clubhouse to the west side of the river – literally! The plan was to slide the existing Clubhouse across the ice during the following winter. Fortunately, a better plan emerged in late 1943 when a firm consensus was reached by the members to build a new Clubhouse on the east side of the Credit River. A strategy was devised to build the new structure in two identical halves (meeting space and lounge/dining area), honouring the concept of one day having to slide the Clubhouse across the river's ice, in two manageable pieces. Fortunately, it never became necessary to implement this plan.

Vice-Commodore George McCloy (father of current Club Historian – Marilea McAllister) chaired the Committee that lead the planning and construction activity. The first half of the new building was completed in 1944, the remainder in 1945. The total cost for this fine new structure was \$1,953.72.

By the fall of 1945, members who had served overseas returned to the Club. After 4 1/2 years of war with its sacrifices and uncertainties, diminishing membership and resulting cash problems, years of flooding and nowhere to meet, PCYC had turned the corner and was poised for a new age of recovery and prosperity.

## **PCYC Club Boathouse (1949)**

Looking at the front of the 1949 Clubhouse from Stavebank Road.









# Birth of the Port Credit Boat Works

In the early 40s Port Credit Boat Works was started by Club members Len Dawson and Art Coates on the west side of the river. The business was always tied quite closely to the Club and the members volunteered a lot of time during launch and haul.

In the beginning the marine railway was the chief means for getting boats to and from the land. The car would take the cradle into the water, the boat floated to its proper place and the car would be pulled back up onto the land—reputedly using an old Ford truck engine. Once the car with the cradle and boat was lined up with the row of ways used to move the boats into position in the yard for storage, a pot of warmed liquid fat would be brought out and the ways “buttered” to allow the cradle to slide along into its place for the winter. This job was often assigned to a Junior member and there are several now Senior members who were “butterers” in the Boat Works.

The addition of a “crane” created from a back-hoe gave more flexibility and the ability to pack more boats into the boat yard.

## **Sliding into Place**

It took a whole team of volunteers to get the boats in and out of the water.

Although storing boats was the reason for the Boat Works, building boats was a frequent enterprise as well. In the 1950s members built Thunderbirds. There were 3 Corbans finished from basic hulls and decks in the late 70s and in the early 80s, Paul and Sheryl Shard finished “Two Step” before leaving on a two year trip which has turned into a lifetime of cruising the world. The management of the Boat Works was always quick to lend space and expertise to members for projects.

For everyone working in the yard, the workshop was the gathering place. The best part of a day working on the boat would be the stop for lunch. Flo Dawson had her home-made meat pies, tarts, hot chocolate and coffee — all wonderfully warm and delicious but the highlight was getting together to talk over the current project or problem or just visit with friends.



## Post-war expansion, improvements and malaise

### Survey Photograph

Survey photo taken in December 1949 of the old club site and downtown Port Credit

The post-war years brought a string of important improvements to the Club's ever-growing facilities. In particular, we secured new leases from the federal government for land north of the Clubhouse which lead to the need for vertical pilings along the riverbank. During this time, the dock system was expanded and dredging of the harbour occurred to allow access to boats with larger drafts. During these years, a proper plumbing and septic system was also finally completed. However, by 1950, membership numbers were dropping and it was becoming increasingly difficult to recruit members for the Executive Committee.

Commodore Bob Mason had the following to say:

*"We need a greater enthusiasm for, and a fuller awareness of, the possibilities in this old sailing port. We need the support of every member. Let's resolve to put PCYC on every sailor's list of friendly, enthusiastic ports of call."*

Those words resonate with us today as we look back upon the triumphs and disappointments of the past and realize that we are part of a much larger and longer experience.





## Other notable events of the 1940s

- Our first reciprocity cards were issued in 1941, inviting sailors from other Clubs to use our anchorage and facilities. Among the many familiar names on our first list of reciprocal Clubs are QCYC, Ashbridges Bay, Boulevard Club, Frenchman's Bay Yacht Club, National Yacht Club, Prince Edward Yacht Club (Picton), RCYC and RHYC.
- In 1946, Sunday races were moved from the morning to the afternoon after a local minister complained about our noisy racing events disturbing the Sabbath.
- Origins of an urban myth? Minutes from an Executive Meeting, July 1946 – *"There followed a discussion about increasing numbers of motor boat owners becoming members of the Club and it was felt that some definite policy should be decided as to the extent to which the Club is willing to accept motor boat memberships. As a group they are not enthusiastic members and generally speaking do not contribute greatly to Club spirit which is mostly engendered by sailing members."*

**PCYC Letterhead** (Above)  
Designed by Al Rae., QCYC – 1942

**Let the race begin!** (Above Top)



1950  
R. Mason



1951  
A. Athawes



1952, 54, 63  
J.A. Collett



1953  
M.A. Brooks



1955, 59  
R.P. Jackson



1956  
C.R. Clarke



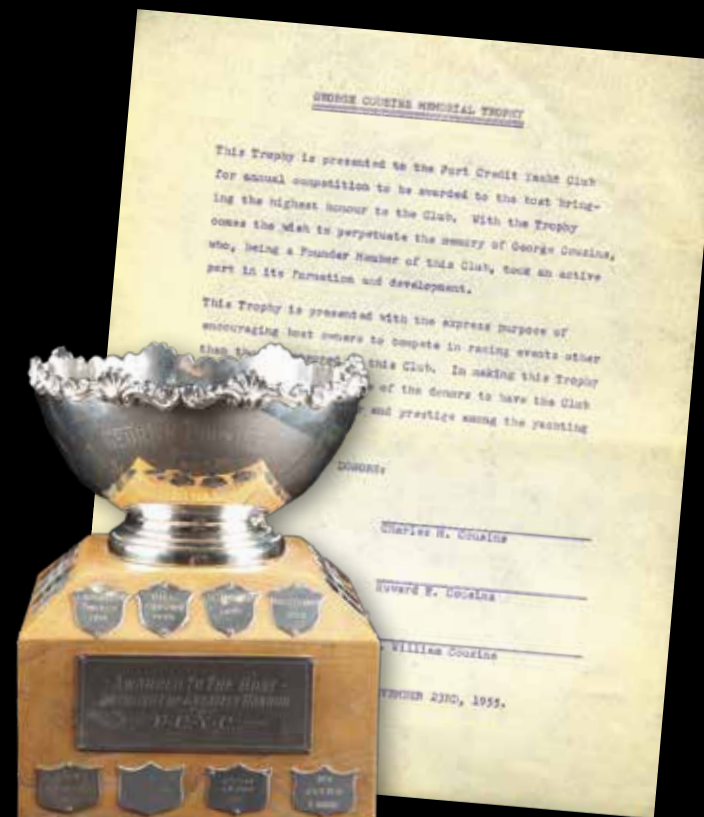
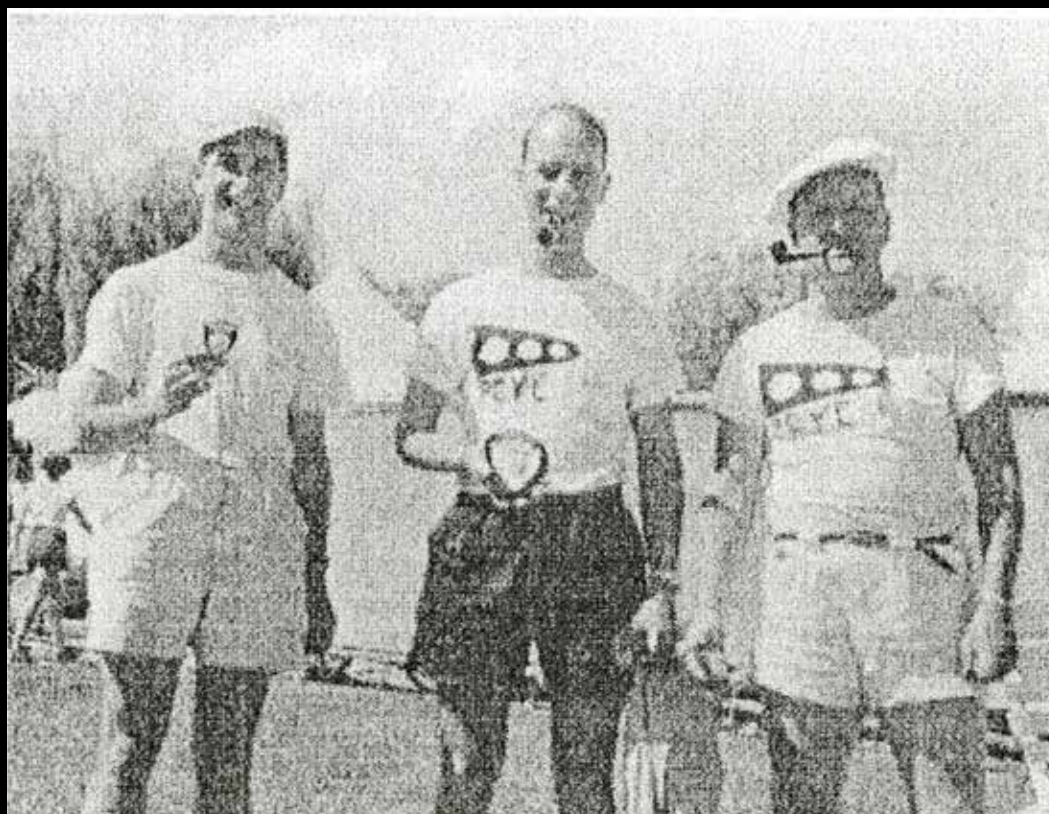
1957-58  
L. Pickett



## CHAPTER 3

# The 1950s

The 1950s were a time of recovery and renewed spirit. The Cold War developed from modest beginnings to a hot competition between the United States and the Soviet Union. The excitement brought by new innovations such as television and rock'n'roll also coloured the 1950s. Life at PCYC had its share of thrills and spills too!



## Revitalized club spirit

With Past Commodore Bob Mason's words of challenge and encouragement echoing in their ears, the Club's membership approached PCYC's fifteenth anniversary year determined to foster a return to the spirit and camaraderie of earlier years. In 1951, the first New Year's Eve party was held at PCYC, a monthly newsletter was started and a team of volunteer members began sprucing up the Club with paint and polish for the upcoming season.

### 1951 – LSSA Regatta Winners! (Above Left)

Rear Commodore, Howard Cousins and crew Bob Mason (left) and Ross Putnam (right) sport trophy keepers and stylish new PCYC T-shirts after sweeping all the eligible silverware for their class.

### 1955 – The George Cousins Memorial Trophy (Above Right)

Named in honour of founding member George Cousins and donated by his sons, this prestigious trophy is awarded annually to the boat or member bringing the highest honour to PCYC.

### Regatta Days (Page 27)

Left – Commodore Ernie Dillon's "Knock About" at Queen City YC Day held at PCYC in the early 1940s

Right – PCYC Open Regatta Day 1954





## The place to be for regattas

All spruced up, we were ready for guests, and in July of 1951, PCYC hosted the Lake Skiff Sailing Association (LSSA) Regatta. With much planning and organizing, sailors from around the Lake came and enjoyed our hospitality. Most of them weren't even aware of the last minute drama that had unfolded...

When the lounge in the clubhouse was updated, the area in front of the club was dredged and the silt piled on the shore. A tractor was used to move the silt around and the job took more than one day, with the tractor parked on the pile of silt overnight. In the morning the tractor was nowhere to be seen. It had sunk into the soft soil overnight and had to be excavated by hand!

The event was so successful that the following year PCYC decided to hold an annual Open Regatta which continues to this day. Word spread around the Lake and membership grew. In 1953, PCYC was granted full membership to LYRA (Lake Yacht Racing Association) which is the oldest association of yacht clubs in North America. PCYC would go on to host LYRA Regattas in 1972, 1992, 1999 and again in 2011, in conjunction with our 75th anniversary year.

In 1957, PCYC hosted 32 Dragons in the race for the Duke of Edinburgh Trophy. The newspaper article on the story cites PCYC as "the second largest yacht club on Lake Ontario"! Two of our own Dragons competed in the race but did not place.

# We continue to grow

By the mid-fifties, the fleet had grown to 106 boats and our burgee was a familiar sight at clubs around the Lake. Thanks to the generosity of members Len Dawson and George McCloy, a floating pile driver was constructed and served for many years helping to build the additional docks needed to keep pace with the growing membership. We were also able to obtain leases on land lots adjoining the existing property which allowed more deep water moorings.

For many years, PCYC members Art Coates and Len Dawson had operated the Port Credit Boat Works, on the west side of the Credit River. PCYC was the Boat Works' primary customer and members needed their many services which included launch, haul out, repairs and storage. So, in 1953 when Art Coates wanted to sell his share and leave the business, Len purchased his share and then in return for being retained as the Manager at a set salary, transferred the leases and equipment to PCYC. We were now in the boatyard business!

During the 1950s there was talk of building another Clubhouse. However, the purchase of the Boat Works and other expansion projects had left the PCYC coffers severely depleted and loans weren't easy to obtain without personal guarantees. Refurbishment became the order of the day and members spent many weekends on "do it yourself" projects which saw the interior almost completely rebuilt allowing year round use.

**The Boat Works yard mid-fifties** *(Above Left)*

**Dragon boats preparing for a race** *(Bottom Left)*





# Susan Hood Trophy Race

A tradition which has proven the test of time takes place each spring on the 1st Friday in June in the form of the Susan Hood Trophy Race. It started in 1955 when Doug Hood, a PCYC member who loved to race, asked George Cuthbertson (the "Big" George of C&C Yachts) to create a handicapping system to help level the playing field for the racer/cruisers. At that time there were few production boats and almost all racer/cruisers custom designed and built. The rule created became the Lake Ontario Rule and about 25 boats participated in that first race. Doug Hood donated a trophy named for his new daughter Susan and this 90 mile overnight race continues to this day attracting upwards of 75 boats. This, our 75th anniversary year, marks the 56th running of the Susan Hood – the Coolest Race on the Lake.

## **The Second PCYC Clubhouse (1946-47)** *(Above Right)*

The newly built barge is ready to be converted to a much needed pile driver.

## **Some Sailors Like Power too!** *(Bottom Right)*

Caprice owned by Ted Schofield in the late 50s and early 60s.





# Did you know Marilyn Bell swam at PCYC?

In 1953, the PCYC Executive granted the Lakeshore Swimming Club the privilege of training at PCYC. Swimming Coach Gus Ryder wrote to thank the Club for its interest in his swimmers and the honorary membership to PCYC. Gus Ryder was Marilyn Bell's swimming coach and she made her epic crossing of Lake Ontario one year later in 1954. We didn't even have a pool back then, but the lake was handy! Rumour has it that Gus used to tell Marilyn the water temperature was 61°F when it was really 51°F!

## A New Year's Eve party to remember?

In 1951, when the first New Year's Eve bash was held at PCYC, it was a "bring your own" event, food, liquor, entertainment, and, as it turns out... water too! After weeks of planning, disaster struck at about 4 pm on December 31st when it was discovered that the water supply was frozen. Too late to cancel, the members came up with a rather innovative solution to the lack of water availability in the washrooms. A hole was cut in the ice and a bucket of water put at the bottom of the stairs. Guests were asked to take it up, use the water to flush the toilet, bring the bucket back down and fill it up for the next person!

## Other notable events of the 1950s

- In 1952, women started to have more of a presence at PCYC with the formation of the PCYC Ladies Auxiliary. Headed by Jean Collett, the committee took on much of the interior decoration of the Clubhouse.
- PCYC tried for many years to obtain a liquor licence but the laws of the day were very strict and the LCBO deemed the Club to be a "social club" and ineligible. Imagine Executive and members' dismay after finally being granted a licence, only to be charged with bootlegging and losing it in 1959 after neighbours complained of excessive noise!
- In 1954, PCYC was spared the wrath of Hurricane Hazel despite an 18 knot current in the Credit River which had risen over 3 feet. Thanks to the protection of our "snug harbour", none of our boats suffered any significant damage and we were the only club on the Lake to be so lucky.

Boats in the PCYC Harbour 1956 (Right)







Pat Hurley on Sea Queen II with the Sea Scout members of Junior Club in 1959.



PCYC Junior Program and Clubhouse (1959)





Presentation Night 1959 in the newly renovated Lounge.



Best Girl 1959 Joanna Kinzer





1960-61  
A.B. Green



1962  
G.F. McCloy



1952, 54, 63  
J.A. Collett



1964  
L.G. Jackson



1965-66  
R.F. Gollings



1967  
L.R. Shaw



1968  
N.F. Archbold



1969  
R.E. Hinton





## CHAPTER 4

# The 1960s

The 1960s saw PCYC celebrate her 25th silver anniversary and Canada its 100th birthday. Founding members retired or sadly passed away, with new members continuing past traditions and starting new ones of their own. A new, larger Clubhouse was constructed, our final on the banks of the Credit River. Races were won, cruises were enjoyed.



## Schooners

In the early 60s there were several schooner rigged boats at PCYC including Sea Queen, Tuelllyn, and Maya. Schooners are not rigged for the fast tacking and sail changes typical of club race nights, but their crews like the thrill of competition just the same. John Weakley thought they should have some fun so he told each skipper that the others had challenged them to a race. Proposed was a distance race, down and back with winds abeam – the kind of course on which a schooner can shine.

On September 5, 1965 the largest collection of schooners since the days of the Stone Hookers gathered for the 1st Open Annual Schooner race off Port Credit. Nine schooners participated that year with "Fireball" from RHYC taking top spot. Tuelllyn and Sea Queen of PCYC were 2nd and 3rd.

**A promotional picture circa 1960 with Sea Queen seen through the life ring. (Above Left)**

**The Schooner Race in 1966. (Above Right)**



## El Margaret

Perhaps one of the most beautiful, elegant yachts to ever call PCYC home was El Margaret. She was built in 1937 in Copenhagen and presented to King Christian X of Denmark as a token of the affection of the Danish people for their King. She was originally a 10 Metre but was converted to a Yawl and fitted for cruising after the war. She came to Canada in the early 1950s and to PCYC in 1959. Art Green, her owner and skipper, raced and cruised her for more than 25 years. Her mooring at the PCYC river site was the end of B Dock, where she could be admired from the bridge as well as the west side of the river.

**Sea Queen and Challenger at the start of the schooner race 1963.** *(Above Left)*

**El Margaret** *(Above Right)*



**Misil V Participating in the Predicted Log Race – Early 1960s**

The George McCloy Trophy (Ship's Wheel) is awarded to the winning team in this predicted log race which sees a sail boat and a power boat team together to combine points.







## A change of name to raise a glass?

Throughout 1960 the Club tried unsuccessfully to get its liquor licence reinstated. In March of 1960, a new charter was issued and the Club incorporated as the Yacht Club of Port Credit paving the way for an application for new licence under the new name. Needless to say, once a new licence was finally granted in December of 1961, strict rules of conduct and house rules were established.

## Work boat or club mascot?

The Club needed a work boat for the harbour and a committee boat for racing and approval was granted by the Executive to build a new vessel. The March 1961 newsletter announced that "hull #1313 is nearing completion at Mahaffey's Manufactory and the builders will soon be ready to paint her name." A "Name the Tender" contest was conducted and Protector was the winning name protecting and serving the Club for many years to come.









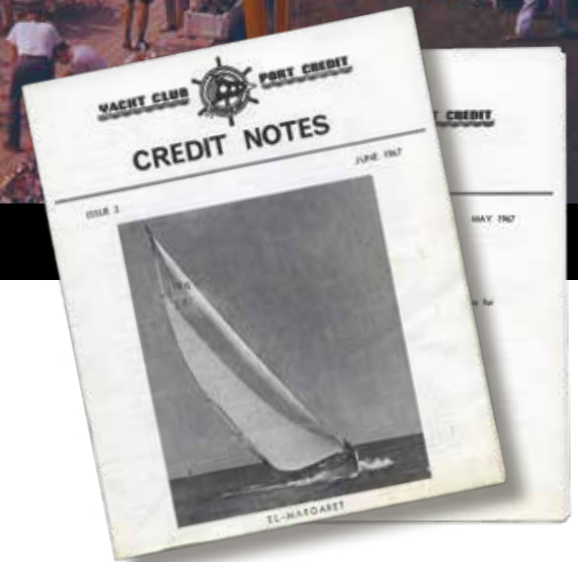


**Juniors Casting Off in 1962. (Left)**

Do you recognize anyone in this crew of able sailors? (clockwise from bottom right) Stephanie Harrison, Mary Anne Glenville, Anna Kinzer, Jane Tait (now Messenger), Bill Schoenhardt (brother of Jim) and Rob Ball head out for a sail. They taught over 80 youngsters in the Learn to Sail Program that summer!

An aerial view of PCYC circa 1961 which includes the first Learn to Sail Building and Blue Jays. (Right)





## We didn't do it ourselves this time!

For the first time in the Club's history, the new Clubhouse was not built by members but of course, they did raise the money to do so! A number of locations were considered but the snug harbour we'd occupied since the very beginning won out, and the new brick and cedar Clubhouse was constructed on the south side of the mooring basin. PCYC club members would enjoy the beautiful new, year-round facility for the next 24 years until our move to Lakefront Promenade.

Built at a cost of \$175,000, the 7,000 square foot building

was financed by membership loans in the amount of \$300 or larger. The facility boasted a warm and inviting fireplace, fine dining room, casual dining facilities, washrooms with showers for visiting sailors, and a beautiful outdoor patio.

The Clubhouse was officially opened on September 10th, 1966 with member Tom Coppick's power cruiser Missil V guiding the red ribbon from Dock A to the new patio. Paul J. Phellan, President of the Canadian Yachting Association, cut the ribbon with gold scissors and declared the new PCYC open for enjoyment!

An aerial view of the Lakeshore and Port Credit Harbour around 1967. *(Above Left)*

PCYC Open Regatta Day 1962 *(Above Right)*

Name the Newsletter May 1967 and the first time Credit Notes appears in print in the June issue! *(Bottom)*

All Decked Out! *(Page 42 Top Left)*  
Proudly flying their colours, our boats head out for Sailpast 1969.



## Did you know?

- In 1965 a Visitor's Dock was completed, making PCYC the first club on the lake to maintain a designated visitor's docking area.
- By 1966, membership had climbed to 500 members.
- In 1967, a number of members motored or sailed down to Montreal to enjoy Expo 67. What an awesome view that must have been from the water... and no parking issues!

- A more comprehensive newsletter was launched in 1967 with the first issue containing a "Name the Newsletter" Contest. Suggestions included:

Spin Drift  
Points of the Compass  
Sail-Power – from the Mouth of the Credit  
Gas & Wind – for Power & Sail

Port Credit Memo  
Mooring Lines  
Nautical News  
News Ahoy

Ship's Wheel  
The Credit Log  
P.C.Y.C. Gossip... and many more.  
The Winner was... you know... **CREDIT NOTES.**

The Boat Works yard – mid-sixties *(Bottom Left)*

The New Year's Eve Bash in 1967 with members dressed in period 1867 attire to celebrate Canada's Centennial year. *(Above Right)*





1970-71  
N.J. Pentecost



1972-73,90  
D. Heron



1974-75  
D.R. Beattie



1976-77  
J.K. Young



1978  
B.F. Morley



1979  
R.J. Mitchele



## CHAPTER 5

# The 1970s

The many pleasures of PCYC membership continued and grew during the 1970s with particular advances in sailing and racing events and junior sailing. The Bell Clapper Race was started in 1973 and the wonderful tale of this race's origins perfectly illustrates the competitive, fun-loving, and occasionally irreverent, spirit of our members.



Aerial view of the Clubhouse and harbour circa 1970 *(Above)*

Port Credit Harbour, 1978 *(Below)*

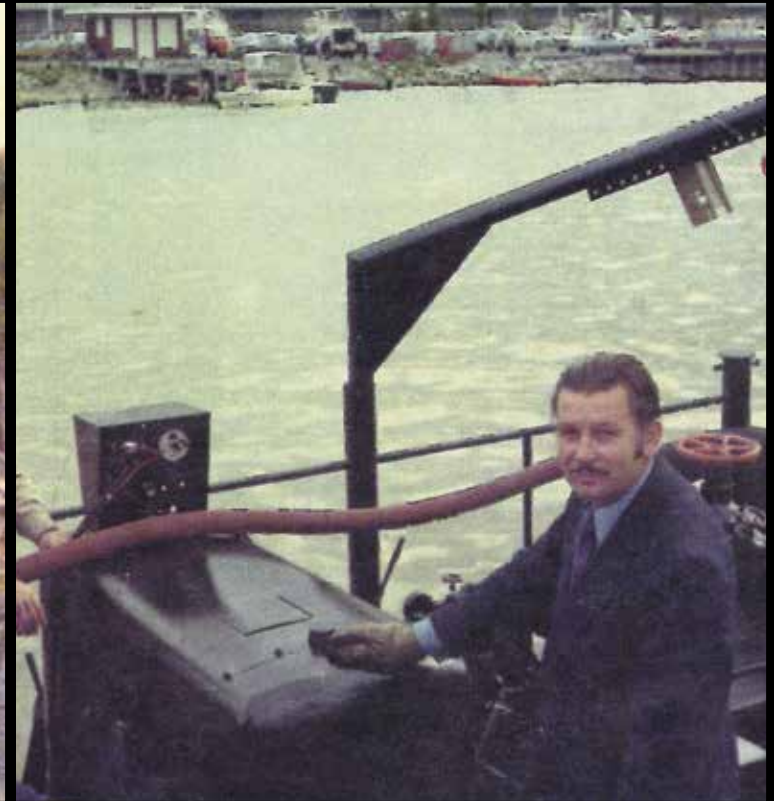


## Mother Nature pays us a call

In 1973, a spring of high water and strong southerly winds threatened on several occasions to flood the Clubhouse. In fact, the membership was called out at night to come to the Club and fill sandbags for a protective wall on the southwest corner of the property. Throughout the night, the First Mates (who had recently adopted this new name) served chilli as the members worked building the wall. By morning, the waters had been beaten and the Clubhouse was safe.

Again in October of that same year, the lake served up its worst with a late season storm before all the boats were hauled. Thanks to quick work of many members no PCYC boats were damaged, however, in the harbour's newly created marina, before the Ridgetown was sunk to create shelter, 6 boats went to the bottom and many were damaged!





## Lollipop the All Day Sucker

Was the water level dropping or did the bottom come up? By the late '60s water level problems at the mouth of the river were made worse by the construction of the apartment building on the west side of the river. Dredging occurred in 1971 at considerable expense and just a few years later several more areas in the harbour were badly silted and more dredging was required.

PCYC has always been blessed with talented members who have stepped forward to solve problems for the Club. Several members, particularly Tony Clark and Ron Clinch, were instrumental in designing and having built a sand sucker/dredge on a

scow. Lollipop came into being in 1973 and was used successfully for a short time, moving dredged silt to the land fill park area on the west side of the river.

Before long a provincial law was passed that made dredged materials subject to specialized disposal, so that put an end to the activities of Lollipop at PCYC. Commodore Ron Bradshaw found a new home for Lollipop with a Pennsylvania power company where she is used to dredge and clear the water intakes, apparently still working very well.



Around and about the  
Clubhouse in the 1970's







In 1970 the "Nonsuch" the replica of the Hudson Bay Company ship led the schooners to the race course with cannons blazing. Afterward the crew of "Nonsuch" opened the ship to members and the public.



# Beware of sharks

From August 21 to 27, 1971 PCYC welcomed the Shark World! More than 50 Shark class sailors from Canada, the United States, Sweden, and Germany created Shark infested waters at PCYC! Participants in the regatta were selected through regional elimination series, so the sailors were of a very high standard in racing skills and tactics.

PCYC set about planning a great week of racing and social events from buffet dinners with sing-a-longs to banquets and a victory dance providing for great camaraderie for

participants and family members.

The racing was intense over the four days with PCYC's Jim Jackson in Icarus #808 coming out the eventual winner. PCYC hosted the Worlds again in 1978 with another PCYC skipper, Clare Norris taking top spot. The last time PCYC hosted was 1981.

The Swedish Shark Trophy, which is made from a piece of the 16th century ship Vasa, was presented to the club as a thank you from the Swedish Shark Association.





# The birth of the Bell Clapper

You can blame it all on Happy Hour – that regular (and alas now banned) Friday night event when drinks were half price and the PCYC membership congregated in the bar to celebrate the end of another work week. Around 10 o'clock, it was often observed that the Millwards were missing. "Oh, John has just gone down to the Dufferin Mark to check the clappers" was the usual answer. Sure enough, it would later be confirmed that tiring of the noise and smoke filled room, John had headed Innisfree out in the quiet lake and down towards the sparkling skyline of Toronto. This became such a normal Friday night routine that others soon wanted to join in the fun...and thus was born the Bell Clapper Race! The very first Bell Clapper Race in 1973 was an absolute fun-filled, unmitigated disaster of a race. Of course, it started in the bar where the entry form for each boat was a bar chit signed by the skipper before 7 p.m., buying drinks for each crew member. At that time, race protests were heard by a committee chaired by Norm Archbold (attired in Judge's robes and wig) and ratings were assigned. The rating system was cleverly designed so that nobody



**Sharks gathering in 1971**

actually won the race. Finally, all was ready for the start. Sharp at 8 p.m., the brass bar bell was sounded and pandemonium set in. Seventy people tried to go through the patio door all at the same time. Skippers and crew sprinted for their boats, dashing across the patio, leaping hedges, cradles and anything else that got in the way. Those on "A" dock had a natural advantage but all could use their motors until the last lighthouse in the river channel to ensure a speedy start.

Except for a few...at least one boat was tied under water to its dock by the competition. Another had buckets tied to its keel. Dave Heron's jib, which he had carefully hanked to the forestay ready for hoisting, was raised upside-down thanks to some uncharitable dock neighbours.

Once out on the lake, "Gentlemen's Rules" loosely took over and the race settled into a competitive cruise down to the Dufferin Mark and back again. As boats started to return to the Club around midnight, each was greeted with a bowl of hot chilli and a question – "What was the colour of the toilet paper draped around the Dufferin Buoy?" And that's how the Bell Clapper race was born.

The Bell Clapper Trophy was fittingly presented to John Millward by the Canadian Coast Guard. John presented it in turn to the Club as the permanent trophy for the race. If you look at it carefully, you'll see that it is an actual brass bell clapper from a small river buoy.



1980  
R.J. Bradshaw



1981-82-83  
D. Holder



1984-85  
G.K. Piller



1986-87  
J.R.J. Weakley



1988-89  
W.D. Moss





## CHAPTER 6

# The 1980s

The 1980s marked the beginning of the end of our years at the mouth of the Credit River. Although it would not be until the end of the decade that the ground breaking at our new Lakefront Promenade site would actually take place, the seeds were planted early in 1982. What could possibly make it take that long?



## Stuck in the mud

The location in Port Credit was perfect; the Clubhouse offered all the amenities of the best clubs anywhere and unlike many, was open year round. Social activities abounded for kids and adults alike, boating or boat related, summer or winter. What could be wrong with that? Basically, it was a question of water depths. Silt from the Credit River was constantly accumulating in the harbour and river mouth. The summer of 1981 made it painfully obvious that the harbour needed to be dredged again, only four years since the last time. Unfortunately for those members who had their boats moored at PCYC in 1982, it was a summer pretty much spoiled due to dredging operations.

Faced with the prospect of having to undertake very costly dredging operations as frequently as every four years, in the Fall of 1981, under the direction of Commodore

Denis Holder, the position of Director-at-Large was resurrected with a mandate to look into the feasibility of either relocating the Club or staying put.

Chaired by Director-at-Large, Bill Hall, a committee was formed that came back with three scenarios which were presented to the membership in the Fall of 1982:

Plan A – Status quo, with some capital improvements to buildings, docks, and boat yard. Dredging would still be an issue. In the past, we removed the dredged “muck” by barge and dumped it five miles out into the lake. In 1982, the Ministry of the Environment found the level of PCBs in the muck to be so high that in the future, we would likely have to truck the stuff away to an environmentally safe dump site, the cost of which would be prohibitive for PCYC, and in fact, might not be permissible at all.



Plan B – Build a wall in the river to partially enclose our harbour and keep the silt out. This would not solve the problem of the river silting up, and could even make it worse. Further, under our lease, PCYC was responsible for 50% of the cost of dredging the river, so major dredging costs were still in the cards.

Plan C – Relocate the Club. The Credit Valley Conservation Authority was developing a landfill parkland/marine facility at A.E. Crookes Park (later renamed Lakefront Promenade Park). Coincidentally, the City also wanted to redevelop the Port Credit waterfront and was interested in our site to expand the “Great Salmon Hunt” and make it the “Sports Fishing Capital of Canada”.

What should we do?

#### **Activities...** *(Page 54)*

Tons of fun for the kids...all year long!

#### **Docks and dock damage** *(Above Right)*

The winter months were hard on the dock system!









#### **Launch at the old club** *(Page 56)*

Launch at the old Club was a communal event; everyone came out to help each other. Of course, there was a party at the end!

#### **Blessing of the Fleet** *(Above Right)*

The blessing of the fleet at a Sailpast, old Clubhouse mid-1980s

#### **Menu for Commodore's Ball 1986** *(Below Right)*

PCYC celebrates its 50th anniversary year in 1986 with a special logo, and various events throughout the year. This is the rather elaborate and elegant menu for the Commodore's Ball.

#### **Unveiling the plans** *(Left)*

Commodore Dennis Moss unveils plans for the new Club including a model.

# What kind of club do you want??

The choice was likely quite clear! The AGM in November of 1982 saw members vote to proceed to negotiate with the City to secure first right of refusal to develop Crookes Park as a new site for the Port Credit Yacht Club. An extensive survey of members was then undertaken to determine needs and wants. The survey said "the members would like the new club to be superior in overall quality to the current club. At least half of the members would like the new club to approximate the quality of the Boulevard Club." Yet when conceptual layouts for the harbour and grounds, along with financial details were presented to the members in September 1983, a hot and stormy debate ensued. Some members who resented the "Taj Mahal" approach left the Club then and there! The rest voted to proceed, with a target of 1986 for occupation of the new site.

## Newspaper Articles

Plans to revitalize the Port Credit Harbour hinge on PCYC moving and we say YES!







# What on earth took so long?

By Past Commodore Dennis Moss

Basically, negotiating with the City, The Credit Valley Conservation Authority, the Federal Departments of Fisheries and Oceans, Public Works and Justice, the Ontario Ministries of the Environment and Natural Resources, the OMB, and the Federal Treasury Board, all of whom had different objectives and agendas, caused enormous time commitments, frustrations, and of course, delays.

By the summer of 1983, the City and the CVCA had passed resolutions to negotiate leases with PCYC. Extensive planning reports had been prepared by PCYC committees. The Federal Government announced that it would pay for the breakwall armouring. In the fall, the membership approved the Plan For The Future and voted to proceed. All looked good. Then the Federal Government dropped a bombshell. They imposed some unexpected and unacceptable conditions on their financing. They figured that since they were paying for the armouring of the breakwall, they would own the water lots inside the breakwall, so they could dictate the terms and conditions for the leasing of it.

By the spring of 1984, due to the unacceptable conditions imposed by the Federal Government and slow progress on landfill at the new site, it was apparent that construction at the new site would have to be postponed for at least one year. In fact, difficult lease negotiations with

## Ground Breaking Ceremony – 1989

Above Left – Turning of the sod (left to right) Donna Lane Councillor Ward 8, MP Don Blenheim, Commodore Dennis Moss and MPP Margaret Marland were on hand to officially break ground at the new site.

Above Right – Sea Scouts prepare to raise the Canadian flag and our burgee for the first time at Lakefront Promenade.

Bottom – Our boats are all dressed for the event!

the four major parties would continue for the next three years, with Fisheries and Oceans being the most difficult, as their demands would make us uncompetitive with neighbouring yacht clubs. By the end of 1986, the CVCA was fed up and wanted to submit the development and operation of the harbour to tender, but the City requested that they continue the negotiations. Negotiations continued until May 1988, when the leases were finally approved by the City and CVCA and we thought, the Federal Government, so the documents were forwarded to Fisheries and Oceans to get on with the final approval process (i.e., Treasury Board approval, which was required because of the 49 year lease term we needed to get financing).

Unbelievably, the Fisheries and Oceans and the Justice Departments came back with four more pages of changes, and on top of that, advised us that there was a problem with the title to part of the water lots. Another seven months went by resolving these problems and then the documents finally went to the Federal Treasury Board in January 1989 for approval.

Wonders never cease. In February 1989, the Treasury Board rejected the leases and demanded that Public Works justify the 49 year term. This was done, but the Treasury Board demanded more changes in May. Things looked bad. PCYC needed to start construction of the shore protection, but could not get financing without a lease. It became apparent that the matter had become political. The President of the Treasury Board and the MP for Mississauga South "did not see eye to eye". Commodore Moss requested

MP Bob Horner, Mississauga North, to intervene. We were advised that if the Treasury Board did not approve the head lease by June 15, 1989, we would have to wait until the fall, meaning at least another year's delay. This was a major problem for PCYC, because many new senior members had joined on the understanding that we would be in the new facility in 1990. Our credibility with the boating community was on the line. In any event, we managed to resolve the outstanding issues and it went on the Treasury Board agenda for approval on June 15, 1989.

Along came June 15th, and unbelievably, the Treasury Board bumped it from the agenda! Mayor Hazel McCallion was livid and threatened to go to Ottawa. Fireworks flew! All the MPS's involved (including the Minister of Fisheries and Oceans) demanded immediate action. Finally, on June 29, 1989, the Treasury Board approved the head lease. At long last, we were now good to go.

On September 9th, 1989 Club boats dressed for the occasion and led by Commodore Dennis Moss cruised to the new site where dignitaries raised the flag and broke ground for the Clubhouse with silver shovels. Another era in our history begins.

#### **Sailing to the new club**

PCYC boats sailing to the new site in 1988  
– just to visit, there were no docks yet.











1972-73,90  
D. Heron



1991  
D.E. Cooper



1992-93  
D.M. Sanderson



1994  
W.T. Sheldon



1995-96  
J.E. Wilkinson



1997-98  
W.W. Hall



1999-2000  
R. Wilkinson



## CHAPTER 7

# The 1990s

What is past... is prologue. During the winter and spring of 1990, our new floating docks were installed at Lakefront Promenade and the Club launched for the very last time from the Credit River Dockyard. It was a turning point in our history!

# Moving in to Lakefront Promenade

Having spent the last fifty-four years on the river, the move was a difficult departure from treasured memories and traditions but, equally, a fine foundation from which to launch the next iteration of a bigger and better PCYC. Since the Club retained possession of the Credit River site throughout 1990, some members (perhaps those of us less adept at change) elected to pay extra fees to retain their old mooring for one more year.

During that first summer, there was no power or water on the docks. Nonetheless, heads could be found on shore in a portable trailer unit and al fresco dining was the order of the day under a blue and white tent decked out with gas barbecues and picnic tables. In true PCYC spirit, the members made the most of the adventure and Saturday night barbecues became the highlight of the season.

Our new Clubhouse took shape that year as well, rising at first from a concrete slab to framed exterior, the addition of outer sheathing giving it form, until finally a large two-storey building of some prestige and presence emerged. The hottest dining reservation that summer was at our new Clubhouse in its open frame state. Beer and pizza was taken up the construction ladders to what is now the dining room to enjoy a meal while watching the distant lights of Toronto shimmering across the waters.

**The new Lakefront Promenade Clubhouse  
under construction in 1990**









## We're ready for our first party

The first official event for members on our new premises occurred on November 17, 1990 at the Commodore's Ball in honour of Commodore Dave Heron and Kay Heron.

The kitchen staff's lack of familiarity with the brand new equipment and the liquor licence that arrived just hours before the event only added to the sense of excitement on this grand and historic occasion.

The official opening ceremonies for our new facilities did not take place until June 2, 1991 in concert with Sailpast for Commodore Don Cooper. There were dignitaries, speeches, dedications, unveilings, time capsules, ribbon cuttings, a Dixieland band and a pig roast but, finally, our new facilities were declared officially open. This was one of the largest

events ever seen at PCYC up to that time.

The following year, a visible link from the Credit River history to the new site was installed on the Clubhouse roof in the form of our "Madeline" weathervane. Still perched on high today, the original Madeline was a traditional Stonehooker sailing vessel that sailed from Port Credit Harbour in much earlier years. The weathervane itself was donated by Dave and Kathy Hunter in honour of the twenty-eight original founding members of PCYC.

Of course, all these new facilities came with a price tag. In 1991, two debenture series were launched (membership and docks). Each member was required to advance money based on a formula that considered length of membership and initiation fee paid.





## Making a big splash!

Our brand new facilities provided the perfect inspiration and backdrop for some major racing and yachting events throughout the 1990's. We were off to a fast start in 1992 when we hosted the annual LYRA Regatta. The Association's aim was to encourage yacht building and racing and to establish rules for races in which yachts of two or more clubs compete.

LYRA Regatta 1992 was a great success attended by over 165 boats and more than 1000 sailors. A new racing format was introduced that year which is credited with doubling participation from prior years. With this triumph under our belts, PCYC again won the honour of hosting LYRA in 1999 in a closely fought competition with RCYC.

Planning for the 1999 event started three years ahead and co-chairs Ian McAllister and Cindy Reading raised over \$60,000 in sponsorship dollars allowing for first class entertainment and events. It truly was the week to remember of the decade!

**Our new "Home sweet home"** (Page 66)

**The official opening was commemorated in many special ways** (Above Left)

**The First Mates reach even greater heights in the new Clubhouse** (Above Right)







# The biggest party on the Lake

Whiz Bang, as the name suggests, was an event of a slightly different character. Held on a late June weekend in 1992 with over 100 visiting yachts from other Lake Ontario clubs, this bash featured a full slate of events from Friday through Sunday for adults, children and teens. Cocktail parties, champagne brunch, suppers and dancing, adult "Olympics", a talent contest, softball game, hot air balloon rides, raffles and Dixieland bands were just some of the attractions. The event was a memorable success and was repeated for several consecutive years during the decade.

Hats off to our remarkable volunteer members of the 1990's who invested so much personal time and energy to create extraordinary experiences for fellow boaters and to promote PCYC as the best club on the Lake.

## A new committee boat

"Heron II" began her life on Canada's east coast as a lobster boat. She was purchased through the generous contributions of a group of members and is named for Past Commodore Dave Heron and his wife Kay, both very active Race Committee members over many years. Over the years Heron has had some upgrades which make her very comfortable, and efficient for running races.

**An aerial view of the Lakefront Promenade site in the early years** *(Left)*

**A pair of Whiz Bangers in their native habitat** *(Above Right)*

**Getting ready for the race - Heron II in action** *(Below Right)*







## Boats of all shapes and sizes...

In the winter of 1998, our harbour was visited by the Matthew, a carefully constructed replica of a 15th century Caravel ship from England. The original Matthew was John Cabot's ship for his 1497 voyage to China, before Canada got in the way. The Matthew replica offered our members some unique experiences such as candlelit dinners on board and sailing excursions.

At this time, the St. Paul, a 50 foot, pine plank, copper sheathed replica of a Vitus Bering's ship stayed the winter. The Saint Paul had launched from Vladivostok seven years earlier and had visited Japan, the Aleutians, Alaska, Western Canada and USA and Central America, experiencing five hurricanes, 140 knot winds, 60 foot waves and pirates along the way. Owners and crew Michail and Irene Poboronchuk, ably assisted by founding cat Coosya, had conceived of the project as mission of peace, friendship and cultural exchange.







## You don't say...

- Our very successful Optimist training program was started in 1992, making it possible for even more junior sailors (7-10 years of age) to start learning the ropes.
- PCYC member Dr. Ivan Slezić sailed his boat *Mir* single-handed across the Atlantic, placing very well in his division and the fleet in the 1992 Trans Atlantic Single-Handed Race.
- A fleet of 16 radio-controlled model boats was launched during the winter of 1993 to while away those off-season hours in our (then) ice-free harbour. The "Hot Toddy" Program was not long-lived, however, due to the lack of crew to blame.
- PCYC member Tanya Wharton won a bronze medal for sailing in the 1993 Summer Olympics.

**The *Matthew* (Left) and the *St. Paul* (Right) reminded us of our heritage** (Page 70 Above)

**The boats may be small but the crowds were large!**  
(Page 70 Below)

**Optis launching** (Above Left)

**Remember when we didn't have a travel lift?** (Above Right)



1999-2000  
R. Wilkinson



2001  
J. Fountain



2002  
R. Sim



2003-04  
J. Glover



2005-06  
D. Lounsbury



2007-08  
R. Ball



2009-10  
P. Howells



## CHAPTER 8

# The 2000s

Welcome to the 21st century! Globalization continued with the internet helping to make the world a much smaller place. PCYC embraced technology with a new web site and electronic communication to members. We completed the swimming pool and children's playground. We saw the demolition of the Four Sisters and the end of our ice-free harbour.





## Here's to LYF

The cover of the souvenir millennium issue of Credit Notes was dedicated to LYF (pronounced Life) which represents three key ingredients of a successful yacht club:

**L** – stands for LEADERSHIP. Without this essential component an organization will flounder. We've been truly lucky to have been led by an array of talented Commodores and Boards throughout the years.

**Y** – stands for YOUTH which represent the future of PCYC. Our Learn to Sail and Junior programs help cultivate future leadership ensuring continued growth.

**F** – stands for FRIENDSHIP which is the essence of PCYC and what most of us treasure about our time here!

**Commodore Rick Wilkinson cuts the ribbon at the long awaited opening of the pool.** *(Left)*

**Come on it, the water's fine! Claire Riley christens the pool as our first swimmer** *(Right)*

**Pig Roast** *(Page 75 Left)*

This little piggy went to market – all the oinkers having a great time at Pig Roast!

**Margarita Mania** *(Page 75 Right)*

Your boat is peacefully moored at the edge of a turquoise bay and there is no snow, that's our March Margarita Mania!



## Dive in... the water's fine!

A swimming pool was actually in the original plans for the Clubhouse and grounds when PCYC moved to Lakefront Promenade from the old site. But then, a recession intervened and all projects were put on hold.

A membership survey conducted in the mid-1990s indicated that a pool was the number one item on members' wish lists to enhance their enjoyment of the club. Due to capital spending restrictions in our loan covenant the funds had to be raised outside of the Club's regular operations. A Pool Committee was formed, led first by Lyn Townsend and later by Paul Sipos, to raise the necessary funds from members.

At about the half way mark, converting pledges into actual cash stalled and it looked like the project might not proceed. In the end, 217 members raised a total of \$142,926!

Construction started in the Fall of 1999 with the official opening held on June 24, 2000. The pool is 30' x 60' vinyl lined construction. It's heated to maximize the length of the swimming season. PCYC is one of the very few clubs on the lake with a swimming pool and it's enjoyed by members and guests of all ages!



# How about a lift? PCYC gets a new travel lift.

For many years, PCYC had used a walking crane system with the rental equipment needed for both launch and haul-out costing about \$40,000 per year. As we grew in membership a larger number of volunteers was needed, and with boats travelling through the yard suspended in the air, safety was a concern.

A committee was formed to explore the various options and recommended a travel lift system as the best long term solution for the club. Next, a Task Force was formed to get the quotes, obtain the necessary permits, and construct a pier. Finally, in the spring of 2003 our Con-O-Lift marine travel lift arrived in time for launch!

The interest and anticipation of its arrival wasn't just confined to the PCYC Chartroom as word spread around the lake. Among the many benefits including a much longer window for launch and haul-out and a super-clean, power-washed hull; the travel lift also provides an additional source of revenue to the club! Still, many long time members miss the camaraderie, and the chance to play longshoreman for a little while!

**Travelling in style... PCYC'S new Con-O-Lift changed the way launch and haul-out were done.**

*(Left to right) VC Harbour & Grounds, David Frid;  
Travel Lift Committee Lead John Armstrong;  
and Harbourmaster Willem Blommaert prepare to launch!*











**Aerial view**

Aerial view of our very full harbour first half of 2000's.





Sailboats on Lake

The start of the Susan Hood Race 2002 taken by Dave Frid.



# Oh, what a party!

The 2000's saw exceptional growth at our new location with total membership in all classes topping 800 and a waiting list for docks for the first time at our new location. While it's always been true that some members leave each year, PCYC attracted an increasing number of new members and the face of the club changed from a "sailing club" to a yacht club.

Parties and events were held on a year round basis, attendance was generally excellent and many of the events raised needed monies for our Learn to Sail program.

The Pig Roast, organized in 1999 by Don Hrehorsky was so popular it was continued as an annual tradition until 2008. A fun event for children of all ages, it also attracted some well known celebrities, such as Miss Piggy and Elvis.

The winter months can be long and rough on boaters! The annual Margarita Mania party lifted those winter blahs as the Lakeshore Rooms were transformed to a Caribbean paradise and the Phaithful Phlocked to a relaxed state of mind.

Cruising became a year round event with January cruises to Niagara wineries and casinos. Long distance cruises during peak summer vacation extended the parties and members formed lasting friendships as they travelled together from port to port.

**Miss Piggy** (Above)

**Thanksgiving Cruise 2010** (Below)





## Other notable events of the 2000's

- In 2004 PCYC assisted by our neighbours, the Mississauga Sailing Club, hosted the 12th Wayfarer Worlds with visiting boats from Denmark, Ireland, the US and even the Isle of Man. Regatta Chair, John Weakley had it all in hand and visitors were truly impressed with PCYC.
- PCYC's Mike Wolfs and his partner, Ross Macdonald from Vancouver sailed brilliantly to clinch the Silver Medal in the Star Fleet at these 2004 Olympic Games.
- Generous donations from members funded a new children's play area – the FriendShip Playground which opened in 2006 and is another of our key attractions to member and visiting families.
- On June 12, 2006 after 43 years of service, the "Four Sisters" stacks of the Lakeview Generating station were brought down by explosives in a controlled demolition... and we had ring-side seats. The building itself came down the following year, improving our view!
- Derek Hatfield says he got his taste for single handed racing at PCYC. He started sailing the Lake Ontario Single Handed Racing Series aboard Gizmo his J 28. During the preparations for his first two around the world races, Spirit of Canada was berthed at PCYC.

### Four Sisters

Going, going, gone. The demolition of the Four Sisters in 2006 marked the end of an era not to mention a great aid to navigation!







## CHAPTER 9

# The Way We Are



# Sailpast

The annual Sailpast at PCYC signals the official beginning of the yachting season and is a tradition we've enjoyed since our early beginnings. Sailpast is based on the nautical tradition that when you meet your superior at sea, you are required to render the normal "naval salute" by dipping the ensign and waiting for the response. In and around yacht clubs, this can become a nuisance with so many boats on the lake in and around a popular club. It was decided a long time ago that it would be better to condense this tradition into one ceremonial salute at the beginning of the boating season instead of saluting at every meeting. The annual Sailpast was thus created. At PCYC, our Sailpast tradition has also included the blessing of the fleet along with a parade of club boats. It's a day of fun and enjoyment for the whole family.

The morning begins with a church style naval service and the blessing of the fleet, christenings of individual yachts and is followed by a luncheon. After lunch, the entire fleet along with certain invited dignitaries assemble at pre-designated locations out in the lake for a programmed parade before the Commodore, who is anchored, to take the individual salutes.





The Commodore's yacht is the only yacht fully dressed with the International Code flags. Code flags flying from the club flagpole, spell W-A-Y., This is a time honoured tradition wishing boats "going to sea" - fair winds, good sailing and a safe return.



A final part of the tradition is that if you miss Sailpast you must buy the Commodore a bottle of his or her favourite. If the weather is inclement and it's deemed dangerous for boats to leave the harbour, as has happened a few times in our past, the Commodore tours the harbour in a dinghy or club boat and members salute from their docked boats. The parade is followed by a reception and BBQ dinner.





## The Commodore's Ball

In the past, spring time was ushered in at the Port Credit Yacht Club with an annual party, generally in conjunction with launching. In the days of the first two Clubhouses, this was one of the few occasions of the year when women were allowed on the premises! After the relaxation of the rules and later at the 25th anniversary in 1961, Commodore Green arranged to have an anniversary party which was the forerunner of the Commodore's Ball. Commodores from various yacht clubs around the lake were invited to this party. Thereafter, the Commodore held an annual Spring party. In 1967, Commodore Gollings held the first official party in the new Clubhouse in our location at the mouth of the Credit River. And, in 1991 Commodore Donald Cooper hosted the first event in our newly completed Clubhouse at Lakefront Promenade.



## The Commodore's Award for Outstanding Contribution

In, 2006 Commodore Don Lounsbury started a new tradition with the Commodore's Award for Outstanding Contribution. At PCYC there are many members who volunteer incredible amount of their time for the benefit of the Club – serving on committees, organizing events, decorating, gardening...the list goes on and on. Typically these individuals don't look for recognition and the Commodore felt that the annual Commodore's Ball would be a very appropriate time to take the opportunity to recognize their efforts and say thank you on behalf of the entire membership. Past winners of this award include Ian and Marilea McAllister, Jane and Paul Messenger, Mark Searle, Jim and Sue Currey, John and Margaret Williams and Robin Ball.



## In the Club & Community

- The many fund-raising events held by the First Mates allow them to purchase items to enhance the club as well as support needy charities and local community groups.
- For over 25 years, PCYC in conjunction with the Rotary Club have hosted an Easter Seals Kids cruise in mid-August. In 2010, over 82 generous PCYC members and 6 Rotarians donated their time and 34 yachts, plus the Peel Marine Police Unit and Staff to host 133 Easter Seals children and their families on the water for a few glorious hours. It's a day truly enjoyed by all!

## Ye Olde Wassail Bowl

The Wassail Bowl tradition at PCYC goes back many years. It takes place every year in early December following the Annual General Meeting.

Wassail Bowl is an event where all members are invited to meet the new Board of Directors, and drink a toast to each other's good health. Dinner and dancing follow.

Wassail is a greeting, meaning "Be in good health!". Its roots all seem to point towards Great Britain, but the stories are many. One custom in olde England is that the host proclaims, "Wassail," to which all reply, "Drink hail." Then the cup is passed with a kiss to the next person and it continues until all have drunk from it. This later became known as "the loving cup" with the introduction of Christianity.

Wassail is associated with caroling too, so it's a great start to the Christmas holiday season.









# I'd rather be cruising!

Members of the Port Credit Yacht Club have enjoyed cruising together since the very early days. Not everyone is a racer and it's another fantastic way to enjoy the boat and meet fellow members. While a Cruising Program has been part of PCYC for many years, the program was revitalized in the early 2000s under the enthusiastic leadership of John and Margaret Williams. Today, PCYC cruises are so successful and well attended that if you don't get to the sign-up sheet quickly, you miss out!! Unlike our Racing program that has virtually unlimited capacity to welcome new participants, our cruising program must limit itself to the capacity constraints of each cruising destination. In 2010, 98 boats participated in cruising events. Events start in January with a land cruise to Casino Niagara and finish with the Thanksgiving Cruise. The highlight is always the fantastic pot luck party which often continues on into the night. Treasured memories and lasting friendships are the best part of cruising with PCYC.



Cruisers enjoy one and other's company at Waupoos (left) and elsewhere.





## PCYC Teaches Sailing

The desire to pass on the joys, skills, and challenges of sailing has always been one of the goals of the members of Port Credit Yacht Club.

Most of the men who founded PCYC had children. In those days, boys were frequently involved with the Scouting movement. The first Port Credit Scout group was started in 1926 by a group of community-minded parents. With the founding of PCYC, so many of the Scout group's sponsoring parents joined PCYC, that the Club took over the sponsorship of the Sea Scouts. In the early days it was the Scout group, with the assistance of many members giving time and boats, who taught sailing. The Scouts participated in many aspects of Club life, including the Opening Day Ceremonies.



## PCYC Junior Club

By the early 1950s girls, as well as boys, wanted to learn to sail, and since Scouting at that time was only for boys, the members and executive of the club, led by Ron Searle, started to think about a Sailing School as a logical next step for PCYC. In 1957 PCYC Junior Club held its first year of instruction with Mike Berry as instructor and 30 young people taking lessons in the club's new fleet of Blue Jay dinghies. Those boats were built over the winter by a group of volunteers.

The PCYC Junior Club, as it was called, was housed in a small white building with a ramp to allow ease of putting boats in to the water. Participation grew quickly both from children of members and the community at large. PCYC graduates have gone on to support sailing in Canada as race officers and judges and to international racing

success, including an Olympic Bronze Medal for Tanya Warton in 1993, and a Silver Medal in 2004 for Mike Wolfs.

Today PCYC's youth sailing school teaches about 300 sailors each season using Optimists, 420s, Picos, and Lasers. There are 14 CYA-qualified instructors, two high-performance travelling race teams, a learn to race team, an adult dinghy program, and keel boat instruction.



# Steerers' and Four Sisters Regattas

Until the late 1950s, there were no competitive events for junior sailors in the Toronto area, so juniors quite often raced against adults in open dinghy events. In 1959 the junior instructors at Port Credit Yacht Club, under the direction of Fleet Captain Ron Searle, invited a few of the junior programs from neighbouring clubs to come to the mouth of the Credit River for a regatta. The event was such a success that it has been held every year since. In 1968 a trophy was created from a wooden Nutshell rudder, hence the name Steerers'. It is presented to the best junior club in the regatta.

Since 2000 the Four Sisters Regatta, an open dinghy regatta, has been held immediately following the Steerers'. In 2010 these two great regattas hosted nearly 800 participants, mostly young sailors and coaches, plus parents and chaperones over the four days.

## It's Not Easy Being Green Regatta

Started and nurtured by Ethel Thayer, this regatta is for the newest sailors. The Optimist Dinghy is the largest one design fleet in the world and was designed to teach sailing. Opti sailors are divided into groups by age and experience and the youngest are in Green Level. It's Not Easy Being Green Regatta is especially to help young sailors learn the thrill of competition in a fun, supportive atmosphere. On the first day, a guest coach provides a clinic on skills and tactics while the second day is for racing and fun.

While learning is often associated with the very young, the ongoing opportunity for each boater to add to his or her experience, techniques and skills keeps boating fresh and challenging for all of us, regardless of age.











# The Place to Be for Racing

From the beginning, PCYC has been synonymous with racing. The founding members, most with small open boats, loved nothing more than getting together at the mouth of the river for some friendly competition. In those early days the boats were almost all different but members soon realized that boats of a single class made for more excitement on the race course. Many groups of boats created friendly but intense rivalries for a number of years only to be replaced by the bigger and faster. PCYC's first class of boats was the Falcon in the late 30s. The 50s had the Folksboat – a Danish designed lapstreak beauty. The Shark was a hot fleet in the 60s and 70s with Shark Worlds held at PCYC in 1971, 1978, and 1981. The 8 metres – Thisbe, Conewego, Leif and Octavia called PCYC home in the 70s and 80s with the Worlds at the Club in 1981 and 1984. Currently we have the J24 fleet, one of the best and most active on the lake, and our Melges 20 fleet which is increasing by leaps and bounds. These hardy sailors start to race each year as soon as they can get to the crane and continue with the fall series until “there is ice on the deck at noon on Sunday”.

The PCYC fleet enjoyed great friendly rivalries with several clubs in earlier years, especially Queen City Yacht Club and Frenchman's Bay Yacht Club. PCYC has always hosted one of the most popular Open Regattas on the lake with great racing and always a good dinner.

The Club Regatta, for members only, has brought fun to PCYC since the earliest years. Not all the events involved racing sailboats. The annual greased pole race brought intense competition and great laughter to spectators and participants alike.

Today the PCYC fleet races almost every day of the week with the learn-to-race-practice night on Mondays, the intense competition of Wednesday Race nights and the J24, Melges 20s on Thursdays. The season also includes the Ice Breaker Regatta the middle weekend in May, the Club Regatta in August, the Directors Race, the Bell Clapper Trophy Race, and the Turkey Race to end racing for the year.

To honour and record the success of our racers, PCYC is blessed with a wonderful selection of trophies, many having been awarded continually throughout our 75 years of history. The winners' names engraved in the plaques are a stirring reminder of the history of our Club.

In addition to racing at PCYC itself, our members have promoted and participated in all manner of racing activities on Lake Ontario, most notably the Lake Ontario 300 and the LOSHR series.

**At the start - Wednesday night racing**



# The Lake Ontario 300

PCYC has been involved in promoting long distance racing from the beginning. One of the first events at the club was an annual race to Bronte and back the next day, for which the Cruising Trophy was originally presented starting in 1936.

The Lake Ontario 300 came to be through the interest and vision of several sailors at Oakville Harbour Yacht Club and PCYC. The first race in 1990 had 67 Double-Handed boats racing around Main Duck Island and was won by Cosmos, a C&C 34 from RCYC. In 1991, the tradition of sponsorship for the race saw the name changed to The Fujinon 300 to recognize the sponsorship of Fuji Film. Eighty-seven boats were on the starting line that year. Brian Chapman and Greg Bradkiew took overall in a Dash 34, Afterburn, from PCYC.

Johan Pederson of OHYC and Bill France of PCYC nurtured the first few races well and the third running had 83 boats. Since only 2 sailors per boat were permitted, it was considered quite an achievement just to finish such a long and challenging race. 1994 saw virtually no wind for the first 2 days, almost unheard of on Lake Ontario. Only 14 boats of the 64 starters were able to complete the course.

The next few years saw declining numbers, which was of considerable concern to many in the racing community and when only 10 boats crossed the line in 1999, the second year of fully-crewed divisions, the need for greater promotion was obvious. Numbers gradually increased in subsequent years thanks to the work of many volunteers and new benefits like crew bags, prizes at the skippers' meeting, the Sperry Breakfast, the Skippers' Plan Team Challenge, and the Sperry Cup for the overall winner. In 2008, the LO300 became a spectator sport with each participant having a transponder which allowed those on shore with a computer to track their favourites (and the rest of the fleet) around the course.

In 2010 the race attracted 178 starters –an all time record. Challenging weather conditions saw 62 boats retire and the sail makers working overtime. Afterburn, from PCYC, sailed by Darren Gornall and his crew took the Sperry Cup that year, making Afterburn the overall champion of the LO300 for the second time.





# International Racing

## Lake Ontario Short Handed Racing Series

In 1975, long distance single-handed racing was relatively new to the sport of sailing. Only three other areas had single-handed events - Vancouver's Royal Naval Association Single Handed Race, San Francisco's Single Handed Race and Thunder Bay Yacht Club's long distance Single Handed event. That year, Dave Hunter, together with Past Commodore Gordon Piller, originated the Lake Ontario Single-Handed Racing Series at PCYC with a race to Dalhousie Yacht Club and back on the following day. The organizers envisaged an annual event enabling local yachtsman to pit themselves against the elements and test their seamanship skills.

The Single Handed Series expanded over the years to include a race around a triangular course, an extra long 100 miler, and two weekend point to point back to back events. Over the years participation had its up and downs but there were always enough to make for great camaraderie and great racing.

In order to open Short-Handed Racing to even wider participation, and to recognize that much of the sailing on Lake Ontario is on boats with two crew members, in 2002 a double-handed race to Dalhousie and back was introduced. Both single and double handed participation has grown over the years, with an average of 70 boats starting each of the six events in the series in 2010.

The great strength of the LOSHRS group is the comradeship that happens both before the races at the Skippers' Meetings and at the post-race gatherings. These sailors truly enjoy their sport and each other's company.

**LOSHRS Spinnakers** *(Above Right)*

**MacDonald & Wolfs Olympic Silver Medal 2004** *(Middle Right)*

**Spirit of Canada - Derek Hatfield** *(Bottom Right)*







2011  
P. Rourke



## CHAPTER 10

# Looking Forward

The world is changing daily and rapidly. Boating and the world around PCYC are no different. Where will we be when we celebrate our 100th anniversary?





## Keeping Up With Change

One trend over the last few years has been to larger boats, although uncertain economic times might temper that change. We've also seen trends towards sailing, then power and back again. So, it's hard to say how big the boats will be and what the dock configuration should look like. The profile of our fleet is more quickly and easily changed than the configuration of our docks. And, of course there are many more innovations and features on boats – enhanced navigation systems, satellite communications, computers, and a whole host of other gadgets. All of these change the dynamic of how we use our boats and our demands on Club facilities and services.

Another trend is the increase in families who are enjoying boating as a family activity. Particularly with the introduction of the pool, there has been a greater presence of families in our membership and a more pronounced family orientation to our activities. With this comes a different focus on

facilities and events. We continue to have a very diverse membership – young families, empty nesters, racers, cruisers, all of whom are looking to enjoy the water in different ways.

How will these changes impact our site? We are starting to assess if and when the Clubhouse and the docks need to be reconfigured and renovated. These are our core assets and they must be maintained and renewed in keeping with the needs and desires of the members. Key to all of this is the question of what are most of our members looking for. We should anticipate much spirited debate and discussion as plans for the future are made. We are counting on each member for input. Fortunately, our history provides us with a several precedents for success. This Club has often rebuilt Clubhouses and even moved to an entirely new site. Change may be challenging and stressful but history assures us that we will manage it with success.



## Inspiration Lakeview

Outside of our site, but having a major impact on us is the old Lakeview Generating site to the east. The City of Mississauga has launched a very impressive planning process, including public consultation, called "Inspiration Lakeview". The details of the future development are not yet known, but it will include mixed use, returning the waterfront to the public, and developing destinations and appropriate transportation infrastructure. It will include public and private development. The eight core principles are:

- Link – connect the City to the water
- Open – open with a wealth of accessible public space
- Green – green, sustainable, innovative
- Vibrant – truly mixed use, affordable and welcoming to all ages

- Connectivity – multiple ways to get around (transit, walk, cycle)
- Destination – create special spaces
- Remember – commemorate the history of the site
- Viable – balance public, private investment to be economically sustainable

What some of this may mean for PCYC is an opportunity to change the harbour entrance to reduce the surge with a southwest wind, a larger boating community within our harbour, canals and waterways into the Lakeview site for small craft, and more activities in the neighbourhood surrounding the Club. All of this is still very much in the planning stage, and it could be 5 to 15 years before there is any significant development.



# Charting our course for the future

As we celebrate our 75th anniversary, we have much to be thankful for. A robust membership, an active racing and cruising community and year round activities provide members with the facilities and experiences they most desire. To continue to grow, we must satisfy members' needs, both today and tomorrow!

## Looking ahead

The future is exciting. Our goals are to:

- maximize what we can do with our harbour and land facilities;
- focus on yachting as the priority activity;
- maintain our traditions;
- keep an active membership;
- strive to be environmentally sustainable;
- engage an active volunteer base while providing excellent service, and grow with new and younger members.

With the commitment of our members and the long and proud heritage of the Port Credit Yacht Club, we are confident that we will remain your yacht club of choice on Lake Ontario.









This book is dedicated to the past, present and future members of Port Credit Yacht Club that have made our Club the best on Lake Ontario. Thank you and happy 75th Anniversary.

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Address & Contact

Port Credit Yacht Club  
115 Lakefront Promenade  
Mississauga, Ontario L5E 3G6  
email: [www.pcy.net](http://www.pcy.net)  
phone: 905-278-7911

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