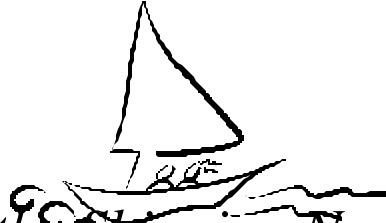


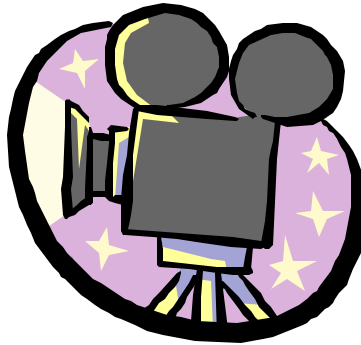
Gatineau River Yacht Club MASTHEAD FOR THE WINTER OF 2002



*For our twist on the Shipping News: Come to
the AGM, January 23, 7:30 PM!*

Again this year, the GRYC's Annual General Meeting will be held in the basement of the Chelsea Community Centre. In addition to the usual business, members will be asked to approve a proposed new position: Facilities Manager.

And it wouldn't be a real AGM without... a slide show! The adventures of Misters Maitland, Drummond and Hanvey—snaps from their trip from Mahone Bay to St. John's!



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The Commodore's Hoist

Neil Berman

Grey skies, bare trees and harsh cold winds. Visiting the Islands at this time of year is an interesting experience. It is hard to recall the excited cries of kids leaping off the rocks, the slapping of rigging and flogging of sails in the wind. But as sure as the snows will come and go, so will it all start again. Now is the time to reflect on the successes and challenges and plan for yet another great season.

I want to thank the dedication of those who volunteered for various tasks throughout the year, without whom nothing would have been possible. Thanks to outgoing board members, Susan Brown (Vice Commodore) and Alison Woodley (Treasurer) who have served the club for the last two years. Their innovations and legacy make the tasks that much easier for those who follow in their footsteps.

Thanks to those board members who have agreed to serve another term or who have no choice! (Richard Yeo – Fleet Captain; Janet Longmore – Rear Commodore; Jane Foyle – Secretary; Sarah Hurman – Communications; David Maitland – Past Commodore. I encourage anyone, even new members, to volunteer for board duty. A not-so-well-kept secret is that board meetings are loads of fun, mostly due to a steady consumption of good single malt.

New Board Position: This year we propose adding the position of Facilities Management to the board. This person will be responsible for such things as the clubhouse, docks and general club infrastructure (with the exception of the fleet). Interested? Single malt is included.

The upcoming AGM will give you an opportunity to help the Board shape the club to meet your needs in the next year and

beyond. Our bylaws and Blue Book give good direction but we still find that we have to second-guess what the members need and want. Some issues the board wishes to discuss at the AGM are the following:

Use of facilities. From time to time, the club is approached by outside organizations for use of the facilities. Each case is decided on its merits and usually the request is denied. Should we deny all outside use? What about river-related events? Should we rent out facilities?

Shoulder season. Currently, events involving more than 10 guests are deemed a private party and only allowed during the shoulder season (before July 1st and after Labour Day). Is this appropriate? Is July 1st too late? Should it be June 15th?

Volunteerism. Refer to Jane Foyle's column for more details. The issue is a perennial one. We all have busy lives to lead, but the reality of running a small but intensive club like ours is that we do not have the resources to hire staff to do the work that volunteers have traditionally done. The new proposal aims to even the volunteer load across the membership base, and lessen the reliance on the usual overachievers.

2001 was a great season – wonderful weather, more boats, excellent regatta, even lots of windy days. Thanks to all who made it great. See you at the AGM.



From the Fleet Captain

Richard Yeo

The warm days have come and gone and I have survived my first summer season as Fleet Captain. Before giving you a summary of this year's activities, I would like to thank the members who volunteered to help make another successful sailing season. As I have discovered, there is more work than one person alone can ever hope to do. Help offered with enthusiasm and without coercion is a precious gift indeed. I will be trying to recruit as many people as possible early in the season next year to join the sailing crew, claiming as many of members' required two days of volunteer activity as I can get. Some eager volunteers have already offered their services for next summer. But it's not enough, so if you haven't heard from me, get ready.

This sailing season unfolded a little differently than most. Due to lack of wind and bad weather, no Spring sailing events were held. This was followed by an unusually windy July, and then September which was less windy but warmer than usual.

Here are the highlights of the season:

Some of our new members were very keen and were the first ones out sailing this season. A good crop of new member boats appeared at the club and as the season progressed they were seen more frequently out on the water.

A sailing racing clinic was held in June. Our Commodore, Neil Berman, hosted this theory session attended by eight members. It was a very good overview and refresher of racing rules and strategies. We may hold this again next year if there is interest.

As summer rolled in, we had a very festive Commodore's sail past on Canada Day. Fifteen sailing craft of all types took part on a gloriously sunny and windy afternoon that

followed a dreadfully wet morning. The pomp and ceremony of the event was recorded for posterity by our new resident cinematographer, Gerry Beauchamp, whose work documenting this event and the GRYC regatta was viewed with keen interest at the year-end banquet.

The GRYC Invitational Regatta was held on the first weekend of August. There was a near all time record turn-out. Forty boats participated with thirty-nine remaining afloat for the entire regatta. It made for a very pretty sight on the river. There were guests from several local yacht clubs including Britannia, Ottawa New Edinburgh and Lac Deschenes. The Britannia contingent was very large due to the recruiting efforts of Emily Major. The highlight of the regatta was the presence of three 29ers from Britannia. Unfortunately, the winds were fickle as ever for mid-summer on the Gatineau and we were not able to see these high-tech racing machines at their best. GRYC sailors placed very well in all categories.

On Labour Day, Sail-o-Rama was held to celebrate the club's birthday. For a change the winds were brisk and most craft completing the water-based treasure hunt were sail craft. Jack DesBrisay and Annette Brand provided a challenging course along the river with a clever word puzzle, which once again proved to be wittier than first thought.

Club racing: We rearranged the racing schedule with series that included two sets of three races rather than three sets. This resulted in better attendance at the races and a reduced draw on volunteers to run them. A special thanks to the volunteers who came out to set-up courses, provide rescue support and officiate the Sunday club races and the GRYC regatta.

Junior sailing: This season there were many enthusiastic junior sailors. Every Bronze IV candidate from the July session passed. Several junior sailors started racing. Congratulations, keep it up!

Nicholas Kim, our head sailing instructor, was very enthusiastic about sailing and encouraged many of the junior sailors to push their limits in sailing. Of special note, Haley Milko, a Bronze IV junior sailor in her rookie year of racing at GRYC, dethroned our Commodore, Neil Berman, in the Most Trophies Won category. Haley was awarded five trophies at the year-end banquet, outpacing Neil Berman by one. Several other junior sailors were awarded trophies. This is a good sign for future sailing at GRYC.

New boats: Due to a very generous gift from the estate of Pat Evans, a founding member of the GRYC who passed away last fall, we were able to purchase two new Club 420 sailboats from Abbott Boats in Sarnia to complement the existing 420. These are beautiful sailing craft. We christened them Spindrift and Spray, in memory of two of the boats of the same names that Pat Evans owned and sailed at the Club. The arrival of the new boats was accompanied by much excitement especially in the junior program, which used them for the last session in August. These boats will allow for a more comprehensive Bronze IV and V training program next season. We must all work together to take very good care of these new boats so they can be used and enjoyed for many years to come.

Plans for next year:

I have proposed a comprehensive refurbishing program for club boats for next year, which the Board has approved. The aim is to bring all boats back to good sailing condition in order to increase the enjoyment of sailing using club boats and to encourage more overall sailing in the club membership.

A comprehensive maintenance program will be put in place to monitor the state of all club boats and to ensure that problems are fixed promptly. We will need the cooperation and care of all members to ensure that this is achieved.

We will continue to encourage members to learn how to sail and junior members to participate in club racing.

If you have any ideas or want to help out with sailing, please call me.

Meanwhile, enjoy your winter and start planning to get out sailing early next year.

From the Youth Program

Susan Brown

The GRYC Summer Program was a great success in 2001. The sessions were full, the winds were good and the children had a great time. A strong emphasis on safety resulted in some improvements, most importantly the on-Island training of all the instructors as waterfront qualified lifeguards and the development of a Safety Plan. In response to comments from members, parents, instructors and children and in an ongoing effort to improve all aspects of the GRYC Summer Program the following changes will be made to the 2002 summer program:

Post Program

The post camp program will only run until 5:00 pm due to concerns raised about programming and safety by parents, campers and instructors.

Instructors

The 2001 program was run with only three swimming instructors - four qualified swimming instructors will be sought for the 2002 program.

Junior Skippers

At least six (increased from five) and no more than seven junior skippers will now be required to run the program in each session.

Eight year olds who meet the following criteria will be allowed to register in the

White Sail program and will not be considered part of the Junior Skipper program: (i) must have been a Junior Skipper at the GRYC for two years; (ii) must be at Aqua Quest 6 swimming level; and (iii) both the sailor and the parent must agree that they are ready for White Sail.

Racing Program

If sufficient interest is shown the Youth Committee will look into organizing a racing program. This is an eight (8) week commitment (minimum \$1,000.00 fees), each participant will require a boat and parental assistance will be required to transport participants to regattas. A minimum of six (6) confirmed participants, as well as an adult member to volunteer as coordinator, are required before we start recruiting a coach.

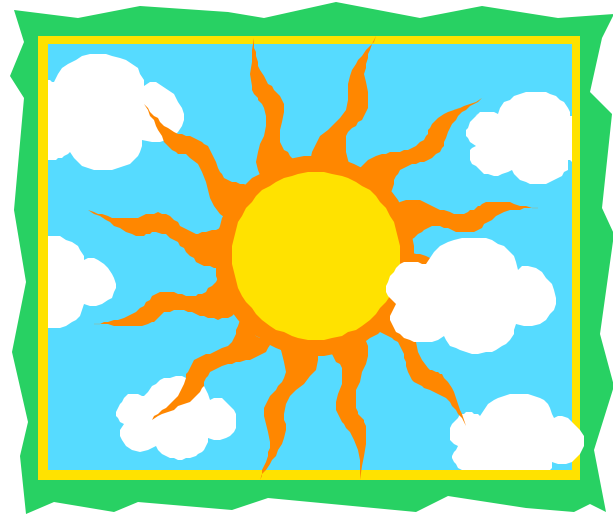
Safety

A Safety Plan has been approved by the Youth Committee, and following approval by the Board will be posted on the Website

As in 2001, waterfront lifeguard training on the Island will be held for all the instructors before the camp begins again this year, to qualify those not qualified and to refresh those already qualified.

Registrations

Members will be advised by notice being posted on the website and email two weeks in advance of the date on which registrations will be accepted.



From the “Old Fart” (AKA our Former Commodore, Dave Maitland)

It may seem presumptuous to some but I am again offering up my little bit, to puff up this Masthead. This is a club thing after all—and if you want your say, say it! That is allowed, in case you didn't know! My intention was to recount a gripping tale of a voyage from Halifax to St. John's, now immortalized as “Delivery to the Rock”, but my version (the true story) has yet to get past day one and is already four pages long.

Another day, another say.

Day one was the BAD day! The fog and rain day. The cookies-over-the-side day! The motor breakdown day. The stalled-in-the-channel day. The huge swells day. The Coast Guard rescue day. The full-page-in-the-log day. The finally, safe and sound in Halifax day. That's the day-in-a-nutshell version. Not wanting to tease or disappoint, I have resorted to offering the official log, a taste as written by the Captain himself! But, before that, a little context.

Bryan Drummond, our past Club Secretary, former neighbour and previous owner of my

Sandpiper Virago, called in mid-May to ask if I (and anyone else) might be interested in a little voyage from Halifax to St. John's. I was immediately interested but just as quickly thought of many excuses not to go. I mentioned it to others in our community and found another interested party, Paul Hanvey, a former GRYC Commodore. I wrestled with the 'to go or not to go' dilemma for a few weeks before committing - while Paul was already in and busy making arrangements.

Finally I booked my flight in to Halifax and out of Sydney, thinking a five-day trip would be a good compromise. Mistake. Sailors should never assume arrival. I ended up having to forego my return ticket and fly home from St. John's. Should have known better.

The trip was great: a real mixed bag. Deathly sea sickness, a dramatic coastguard rescue, the beautiful eastern shore under full sail, full sun and full moon, the calm and relaxing Bras D'Or lakes, near collisions in the Cabot Strait, a battered night and day of beating into an east wind and then, the ethereal fog bound St. Pierre.

More than that though, it was about the Captain and crew. I was on a 10 metre boat for eight days with four other men, none of whom I 'knew' really well. Bryan was my neighbour and one of the best I've had - but we were not really close friends. Paul was a good friend and fellow club board member but we were certainly not life long buddies. Bryan's father-in-law I had met once before while I had never met his brother-in-law, Bob. This was not the annual canoe trip with university buds or the weekend poker party at the cottage. This could be ugly.

In spite of the disparate ages, backgrounds and personal values, everyone understood implicitly that we were a team. No heroic one-man efforts, smart-ass tricks or tiresome selfishness. The one thing I had feared most - more than the sea (which I naively hadn't thought much about), more than the seasickness (which I was afraid I

would not get over) and more than the claustrophobia (which I never felt) was the group - the 'dynamics'. Pardon the old cliché, but I think everyone 'checked their egos at the dock'. I came away from the voyage with a deep appreciation and bond with all the crew members and will always cherish the "Delivery to the Rock". Call me up anytime.

And now for something completely different! I would like to put in a plug for the Chelsea Foundation, a registered charitable organization in Chelsea that has as its principal goal to improve recreational facilities in Chelsea, starting with soccer pitches and playgrounds, next summer. The Foundation was able to convince Mrs. Betty Meredith to donate 15 acres of land for the development of a recreational facility beside the Chelsea Elementary School. This will, given community support and a lot of hard work by volunteers, become a full service cultural/recreation facility, eventually housing an ice surface, library, work-out room, meeting rooms, community hall, etc. This is intended to be community-based not a municipally funded project. I have been elected to serve on the Board of the Foundation and would be interested in talking to any members of the Yacht Club who would like to hear more about the project, make a contribution or get involved. Please do not hesitate to call to see how you can contribute to this exciting project.

I would also like to propose that the GRYC, in the spirit of community cultural and recreational participation and general betterment of Chelsea, become a "New Pioneer" in the Foundation. This requires a \$1000.00 donation. The club's name will be added to a recognition plaque that will be installed in an appropriately significant location, to honour all the individuals and groups that have spearheaded the project. I will be proposing a motion to this effect at the AGM and ask for your consideration and support.

And now, on to the official story of the Voyageur:

DELIVERING VOYAGEUR TO THE ROCK

For 11 days in July 2001, an intrepid crew delivered *Voyageur*, a Jeanneau Attalia 32-foot sloop, from Mahone Bay, Nova Scotia to the Royal Newfoundland Yacht Club in Conception Bay, Newfoundland. The crew was Bryan Drummond (owner), George Baker (Bryan's father-in-law), Bob Reynolds (Bryan's brother-in-law), Dave Maitland (past Commodore of the Gatineau River Yacht Club), and Paul Hanvey (past past Commodore).

This is an abbreviated version of the log of the voyage.

Date	Time	Location	Comment
July 5	1102	Ernst Island, Mahone Bay	We cast off our mooring. We sail and motor through Mahone Bay, passing Tancook Head around 1230.
	1200	Around Tancook Island	Lunch is served. By 1400, all but one of the crew is seasick. Attributed by all to the heavy swell and by the cook to bad water.
	1600 (approx.)	Off the Aspotogan Peninsula, entering the mouth of St. Margaret's Bay	The engine dies. The only diesel mechanics are in South Shore Marine in Mahone Bay and Royal Nova Scotia Yacht Squadron in Halifax. Distance to both is about the same, we push on under sail.
	2115 (approx.)	Sambro Passage	Wind has dropped to almost nothing – we barely have steerage way – but the swell is still a problem. Sambro Passage is not a good place to be in this situation. After some discussion, we ask the CCG for advice. They tell us to anchor - they'll come and get us.
	2145		Under tow from CG Cutter Sambro to RNSYS at about 8 knots. What a ride! And we're mightily impressed with the seamanship skills of the coast guardsmen.
	2245	Halifax Harbour	We're passed off to the CCG's Inshore Rescue Boat, a souped-up Zodiac manned by summer students who are enjoying their work ("Its a lot better on the résumé than flipping burgers" says one). They're happy that we're giving them several hours of overtime.
	2300	RNSYS	We tie up at the fuel dock. A quick dinner of cheese and crackers and everyone heads to the bunks.
July 6	0800		Dockmaster tells us that this is the weekend of the Marblehead race and we have to be gone by Sunday, no excuses!
	0900		Call diesel mechanic. We're second in line for service. We spend the day provisioning , doing boat chores and relaxing. Paul gets a good photo of George in a boson's chair running the signal halyards to the spreaders. Nice lunch at the Squadron's clubhouse.
	1700		Diesel mechanic finally arrives. Leaves at 1730. He's changed filters and tightened all connections. \$60 (not a bad price – a filter is \$25), he gives us some advice on diesel maintenance as well.
July 7	0720		Depart RNSYS. Halifax Harbour is quiet and our leaving is uneventful except for having to avoid the cruise ship Carnival Victory. As we sail up the Eastern Shore winds and waves increase. We're making 6 knots on a broad reach with a following sea. The autohelm has a hard time coping with the wind and sea and we spend much of the day manually steering. As the wind increases we shorten sail to two reefs.
	1835		Seas are so heavy that we have to heave-to for dinner.
	1925		Under weigh again. We sail through the night with the same seas. Bryan and Dave make a hash of a jibe around 2010. By the time

			we've got all the lines back where we want them and Voyageur on course, Dave is off watch. Beautiful moon.
July 8	0920	Off Eastern Shore. Off Dover Island	We continue sailing, no substantial change. We pass Theodore Tugboat heading south-west. Too bad there are no kids on board!
	0930-1130		Winds drop and we run the engine. This confirms that we can recharge the batteries from a day's use in two hours of running.
	1010		We pass Canso Head and turn for Cape Breton. We're missing a chart! Luckily the missing chart only covers deep water, so we charge ahead into the unknown.
	1515	St Peters Bay	We're back in charted waters. Dave calls Canada 3000 to try to reschedule his flight from Sydney. Sorry, no refunds or changes! Dave rebooks a flight from St. John's.
	1600	St Peters	We refuel at St. Peters Marina, a newly upgraded facility operated by the local Lions club. A quick vote is taken – we'll stay for the night and the hot showers. Excellent meal at McDonald's - a Hotel.
July 9	0710	St Peters	We cast off. There's no wind, so we motor to Baddeck. The day is beautiful and we all wish we had a week in the Bras d'Or lakes.
	1210	Baddeck	We tie up at the marina and refuel. Bob and Paul go hunting propane. It involves a four km walk to the nearest Irving station. A kindly native gives them a lift back.
	1315	Great Bras d'Or Lake	We leave Baddeck. Winds are now good so we're under sail almost immediately. It's easy sailing all the way up the lake.
	1740	North of Otter Harbour	We re-enter the Atlantic and make a course for St. Pierre.
July 10	0200	Lat 46 35 22 Long 59 29 41	A freighter (large fishing vessel?) shows up off the port bow. It seems determined to maintain a collision course. We turn on every light on the boat and start making radio calls. When it's only a mile away it finally responds as the 'Govordny' (phonetic spelling only) and provides us with a course. We take a reciprocal course and let it pass. The watch on deck (Paul and Bob) are ready for a defibrillator. George thinks it an interesting interlude but wouldn't have got out of his bunk if he hadn't needed to pee anyway.
	0800	South of Newfoundland	We start motoring due to lack of wind.
	1700		The wind comes back. Engines off.
	1900		Bryan and Dave on watch. Sailing on a beam reach with winds around 10 knots. Bryan remarks that this is the kind of weather he has been looking for throughout the trip. What a foolish challenge to throw to the Aeolian gods. Throughout the night winds increase and shift until they're coming directly out of St. Pierre. We tack throughout the night but make little progress towards port. Morning winds are Force 6 (~30 knts).
July 11	0800		We decide to fire up the engine and motor into the wind towards St. Pierre. This proves very difficult – the boat slams and bucks like a bronco. We motorsail on the starboard tack, which is much easier on boat and crew. It's still a very uncomfortable trip slamming into high waves in high winds.
	1315	St. Pierre	Cleared customs and immigration and tied up at the St. Pierre marina. Nobody has been able to eat due to the heavy motion on the boat, so first order of business is finding a restaurant. After that some of us sleep, some tour about, and we re-provision. After a

July 12			good dinner, all to bed. Bob and George have repaired to a hotel. Forecast is for bad weather. We stay in port. More good meals. After lunch Dave leaves us by ferry for Newfoundland – he has to get back. More provisioning, including a visit to a very nice liquor store where Bryan buys a case of wine.
July 13	0715 0830 1730 1900 2130	St. Pierre Cape St. Mary's	We depart St. Pierre in the fog. The autohelm dies. After an hour of troubleshooting, we determine the motor is burned out. We're on manual steering for the rest of the trip. It's more effort, but luckily the weather is good but foggy. George sights a whale in the mouth of Placentia Bay. The re-provisioning crew purchased Spam in St Pierre!? Bryan buries his prejudices and makes Spam sandwiches. He throws his sandwich to the fish after one bite and makes a pot of soup. The rest of the sandwiches go over the side the following morning. It's taken all day, but we've sailed across Placentia Bay.
July 14	0400 0700 1050 1930 1945 2000	Cape Race Qidi Vidi St. John's St. John's	The wind dies and we start motoring again. A milestone! St. John's is now within reach! George celebrates by having Coca Cola on his cereal for breakfast. Bryan calls Cathy. Her sister Alison (George's daughter and Bob's wife) has broken her wrist. A summer of golf disappears instantly! We planned to anchor in Qidi Vidi (next to St. John's) in order to avoid the large vessel traffic in St. John's harbour. The large scale of the Qidi Vidi insert on the chart fooled us – there's not room in the Qidi Vidi anchorage to swing a cat, let alone a sloop! St. John's traffic provide us with a berth. There's no problem with vessel traffic. St. John's is quite an impressive place to arrive at night. We're tied up at Pier 8. Cathy comes down to visit. We are tempted to go Chez Drummond for the night but elect to sleep on board in order to get an early start. We go out for dinner, then to bed.
July 15	0815 1730	St. John's Royal Newfoundland Yacht Club	We're not out as early as planned due to high winds on the nose. Finally we depart. We're able to sail for a short while, but the winds are in our face and by 0900 the sails are down and we're motoring. We motor uneventfully throughout the day. The biggest excitement is seeing some whales blowing about a mile away in the mouth of Conception Bay. Voyage complete! All hands shake hands and repair to Drummond's for showers and roast beef dinner.

Thank you all!

From the Secretary's Desk

Jane Foyle

On behalf of the Board, I've been asked to draft the guidelines for 'Volunteer Management' for next year.

Hmm... When I first joined the Club, I didn't fully understand to what extent this Club was really run by volunteers. After all, there was a Club Manager, a Junior Program Manager and several swimming/sailing instructors.

And, I did pay the initiation fee.
And, I paid my annual dues each year.

Wow, what a find though? I can swim whenever I please, the girls can take sailing and swimming lessons, and there is even a \$3 dinner on Wednesday nights!

And, the sunset is unbelievable!

The place seems to be running just fine, but I guess I should do something!

So I picked up the job of e-mail coordinator. Three years later and approximately 1000 e-mail delivery failures, we can now communicate by e-mail with most of the membership. The list has stabilized, and we now only need one person for announcements by telephone.

Then, David Maitland called last winter to ask if I would consider the position of Secretary or Treasurer. "Oh no! Don't I do enough?" After a bit of waffling, I agreed to be the Secretary. A few meetings and minutes, that's all...

Without a hitch, I'm elected to the Board. That's funny. No credentials? No contest?

Then I discovered the truth.

There is a real need for our members to volunteer their services.

Every Board Meeting ends up with the same topic of discussion:

"How can the volunteer work be shared more equitably?"

So, we are now attempting to draft some guidelines to address this - these will be presented at the Annual General Meeting, but are included here in advance for your review.

The AGM will be held on January 23rd, at 7:30pm at the Community Centre.

1. Each year, we have a series of events. Each event will have a Team, with an assigned organizer. A sign-up sheet for each event will be available at the New Members' BBQ in June and will be posted on the Notice Board.
2. Each year, we have a number of work projects. This year, we will be instituting a new Board position – Facilities Manager. This individual will plan, organize and execute these projects with the assistance of volunteers. A sign-up sheet for each project will be available at the New Members' BBQ in June and will be posted on the Notice Board.
3. We have a Youth Committee, Safety Committee and will have a new Sailing Committee. All of these require volunteers.

Each member will be required to report the volunteer work they have done throughout the year. A job board will be placed in the clubhouse at the start of the season.

If a member fails to participate in work activities, then it will be assumed that they have opted for the 'volunteer buy-out' and the cost of this will be added to the next year's invoice. This buy-out will be set at \$100 per adult per season, with an upset limit of \$200.

Should you wish to comment on these procedures, please forward your comments to me at foyapp@magi.com or attend the Annual General Meeting.

On closing, I'd like to say, the best part of being on the Board, are the *Board Meetings*.

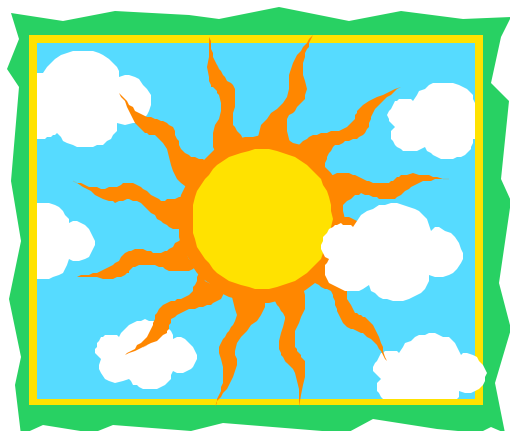
Each Board member brings something very special to the table. Thank you.

I'm sorry to see Susan Brown and Allison Woodley leave. Thank you both so much for your hard work.

Secretary's Report - Membership Renewals

Kindly note the following membership renewals dates for next spring:

- v Invoices will be sent out in March 2002, with a due date of April 15th.
- v A single reminder will be sent out on April 22nd, 2002.
- v Ten days after this mailing notice, the Board of Directors will deem unpaid memberships to have expired.



Bringing Up the Rear

Janet Longmore

We all enjoy the sailing and swimming, but this past summer showed that the 'social side of things' is very important to club members – of all ages. Club nights have been particularly popular – with record numbers of people attending on a weekly basis. As always, our thanks go to Paul and Mary Johannsen for the tremendous amount of work they do to make the evenings so successful.

There are some areas that we, as a club, need to look carefully at in planning for the summer of 2002. As we are a yacht club, it would be nice to move progressively towards a better balance between social and boating activities by bringing the two together whenever we can – while still maintaining the unique fun and enjoyment of existing social activities for non-sailors and sailors alike. Any suggestions/ideas/offers of help are welcome.

Some issues that the board will be addressing over the winter months, which we also welcome your input into, include the use of club facilities by non-members, forgoing the August party/concert in favour of a larger event on the Regatta weekend (music, dancing and the Regatta banquet all together?) and of course, ensuring that more volunteers are engaged in social activities.

Our sincere thanks go out to all the volunteers who were so generous of their time this past summer. It is because of these wonderful people that our social events were once again so very successful.