

Gatineau River Yacht Club

Annual Report

1994

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Board of Directors for 1994

Commodore	John Pomeroy
Vice-Commodore	Paul Harvey
Rear Commodore	Paul Fydenchuk
Secretary	Warren Major
Treasurer	Michel Gravel
Fleet Captain	Joseph Woods
Public Relations and Publicity	Martti Lahtinen

Crew Chiefs

Harbour Crew	Peter Guy
Junior Program Crew	Janet Millen
Island Crew	Malcolm McHattie
Clubhouse Crew	Henry Sano

COMMODORE'S ANNUAL HOIST

The first thing you learn as Commodore is that you won't get everything done that you set out to do in the time you set out to do it in! I have found it quite amazing how little time I have to do anything since my son came along. It seems the more he speeds up, the more I have to slow down. I must humbly state that if his messy habits are inherited from me I will be forever indebted to my parents for not selling me off to gypsies when I was my son's age.

However, I feel it was a good, albeit light winded, year (except at some of the Board of Director's meetings). All of the stormy weather decided to come up after Fall Clean-Up and was actually strong enough to take part of the catwalk away with it. The missing section was saved by Harbour Master Peter Guy and Jack Desbrisay with the help of a small boat with a 6hp motor.

All of the Club Committees became ever stronger during the 1994 season. A sub-committee of the Island Committee was formed under the name the Gardening Angels, not to be mistaken for the Guardian Angels who make subway travel safe for everyone. (Although I'm sure our Angels could mount themselves to the task if called upon.) The Gardening Angels were responsible for all of the flowers that were splashed around our piece of paradise. Thank you all and keep up the good work.

In any Commodore's report, thank yous are endless. I would like to thank the Vice-Commodore Paul Harvey for developing another successful Junior Program with Janet Millen and the Junior Program Committee and staff. A big thanks to Sara McHattie for keeping everything running smoothly in her role as Manager. A salute to Warren Major for his attention to detail in all of the Secretary's duties; to Fleet Captain Jos Woods for looking after the Sailing and Racing programs and his particular brand of insanity at the board meetings. I would be amiss if I didn't follow tradition and thank Marylies Woods (wife of Jos) for putting up with Jos; Paul Fydenchuk for continually feeding and socializing with everyone as Rear Commodore, and, to treasurer Michel Gravel, thank you for finding the Board and Crew Chiefs money with which to do everthing.

Planned projects for next season include revising the Blue Book which will hopefully help everyone know and appreciate the Club better. Barbara Appleford has agreed to take on the task of editor of this project. Improvements to the Clubhouse and docking installations are also in the works.

A Club isn't a Club without its members, I would like to thank all those who participated in and helped out at the Club functions, and I encourage those who didn't, to find the time to become more active next year.

John Pomeroy

REAR COMMODORE'S REPORT

Social events at the GRYC during the 1994 season were well attended and operated reasonably close to budget. The problem discussed during the 1993 Annual General Meeting of "no shows" at paying functions was greatly reduced. An exception to this was the New Members' Bar-b-que. Some 35 members said they would attend, so food was prepared for 50, and, 78 showed up! Though such a good turnout is encouraging, it does tax the food preparation - and nerves. In the 1995 season, the Social Committee and the Publicity Committee will strive to impress upon the membership the need to further improve this situation.

The Annual Dinner was again a grand and well attended event, with a catered meal and live music! Some suggestions have been put forward that it may be time to return to the pot luck dinner format. Members can let their feelings be known to the executive.

The 1994 season will complete my term as Rear Commodore. I wish to thank all the helpful people of the Social Crew for their efforts, and to offer support and encouragement to the incoming Rear Commodore.

Paul Fydenchuk

PUBLIC RELATIONS AND PUBLICITY DIRECTOR'S REPORT

Marti Lahtinen was conscripted (or was that SHANGHAIED) into the role of Public Relations and Publicity Director. However, with his evening work schedule it was very difficult to be an active Board member - all of the Board meetings are held in the evening while Marti was at work!!

Even with this as a major drawback, Marti did team up with Robert Willson and a Masthead was produced, however, with Marti working evenings and Robert working days, it was difficult for them to get into full fledged production.

Evelyn Ironside has agreed to edit the Masthead again in 1995 but she will not be taking on the directorship and all its other duties.

The telephone crew seemed to work very well this year and is still a very effective way to "get the word out" especially to those of us with answering machines who never miss a call!!

Respectfully submitted for Marti

SECRETARY'S REPORT
Year ending 31 December 1994

The past year has been relatively straight-forward and trouble-free in membership terms. The Club is essentially full. It has cash reserves to address some long-standing problems. There is a steady flow of new applicants. Relatively few Members are letting their memberships expire.

It was not always so. A decade ago successive Boards struggled with dwindling memberships, lack of applicants, and uncertain finances. In retrospect, we owe a great deal to the Directors whose dedication saw the Club through its dark days, and turned it around.

The growing popularity of the Club allowed last year's Board the luxury of raising initiation fees. In hindsight, this has been a Very Good Thing. Apart from giving the Club a helpful infusion of cash, it has tended to stabilize the membership at an optimal level. Enquiries about membership now tend to be self-screening. The applicants who seek out nominators, who pledge volunteer time as a condition of membership, and who view the fees as good value for money, are also a good bet to become valued long-term Members. This year as last, all candidates who completed all aspects of the application process were admitted.

Our ByLaws were framed by the founding fathers in a different era. They have served us well, but are in need of systemic review. Now seems a good time, while membership and finances are stable, and before problems arise. In the interests of clarity, consistency, and brevity -which often go together- your Directors propose a substantial reworking of the ByLaws. They did not undertake this lightly, but once underway it was evident that a comprehensive approach was called for, if the ByLaws were to serve as a solid and reliable basis for Club operations in coming years.

1994 saw certain difficulties in producing reliable membership lists (an understatement), and for 1995 this has been made an integral part of the book-keeper's contract.

In 1995 we shall seek to accelerate the renewal process, getting invoices in the mail a month earlier. Perhaps we should devise some incentive for members who pay quickly?

We envision re-publication of the Blue Book early in the Spring; and a mammoth postage-saving mail-out combining invoices, sailing-school applications, a Masthead, and the Report of the General Meeting. Wish us luck.

New on the invoices for 1995 will be a place for parents to declare any full-time students aged 19 or over, eligible for continued inclusion in the Family Membership.

Respectfully submitted,
W. Major, Secretary

1993-1994 TREASURER'S REPORT

1993-1994 was the first year in which the club operated with a budget that had been approved at an Annual General Meeting. It was also the second year that a bookkeeper has been hired to assist the Treasurer in the day-to-day financial running of the Club.

1993-1994 FINANCIAL STATEMENT

The club's cash balance is approximately \$31,000 at year end. This compares to a cash balance of approximately \$5,300 a year ago. Reasons for the increase in our cash reserves are as follows:

- revenues from membership were substantially higher than expected (\$38,500 budgeted, \$47,500 actual) due to an increase in the number of members;
- significantly less boat maintenance expenditures than budgeted for in the sailing program and the junior program (due to the uncertainty of the status of the existing fleet);
- revenue for the junior program exceeding expenditures by \$5,800 (initial net of \$1,000, later revised to \$3,340);
- no pay down of members' loans; in fact the amount owing to members increased by \$1,000 due to a cheque issued the previous year that had not been cashed.

The financial health of the GRYC is excellent. Since we are a non-profit organization, we should give some serious consideration to spending some of our cash reserves on improving the facilities and services offered by the Club. A recommendation is therefore being made to improve the Club's sailing fleet and to make some improvements to the clubhouse's entrance. Provisions for these improvements have been made in the 1994-1995 budget.

MEMBERS' LOANS

Loans now stand at \$5,500 following cancellation of a \$1,000 repayment made in 1992-1993. A total of \$2,000 is expected to be repaid next year and has been included in the budget.

MORTGAGE--BANK OF MONTREAL

The club's loan with the Bank of Montreal is renegotiated on an annual basis. Details include:

- \$10,150 principal owing
- 4 year repayment schedule
- \$2,354 total repayment in 1993-1994
- interest at prime plus 2.5%
- \$1,200 estimated interest for 1994.

GOODS AND SERVICES TAX

Due to projected revenues in excess of \$30,000 for 1994-1995, the club will have to continue charging G.S.T. and P.S.T. on all club activities and membership fees and services. The junior program is however exempt from these taxes.

STRATEGIC PLAN

The Finance Committee will begin investigating the implications and necessary actions required to "convert by 1996 ownership in the Club by replacing the current initiation fee with a transferable ownership right..."

1995 BUDGET

A budget for fiscal year 1994-1995 is being tabled at the AGM. Once approved it will be the Board's responsibility to manage it accordingly. Any significant discrepancies will be brought to the attention of the membership at a special General Meeting.

The 1994-1995 budget is targeting for a loss of approximately \$20,000. Major expenditures which account for this loss include the purchase of four new sailboats for the sailing program, renovations to the clubhouse entrance and printing of a revised "blue book".

Membership fees will remain unchanged from last year. Proposed rates for 1994-1995 (excluding taxes) are as follows:

- family memberships--\$365
- adult memberships--\$225
- retaining memberships--\$35
- intermediate memberships--\$150
- family or adult initiation--\$450 (\$500 over two years)
- intermediate initiation--\$100

BY-LAW REVISION

Major changes to the Club's by-laws are being incorporated into the revised version of the "blue book".

Respectfully submitted,

Michel Gravel

GATINEAU RIVER YACHT CLUB INC.
FINANCIAL STATEMENTS FOR THE YEAR ENDED OCTOBER 31, 1994
UNAUDITED

PART I - STATEMENT OF REVENUE AND EXPENSES

A.	REVENUE	<u>1994</u>	<u>1993</u>
	Memberships		
	Initiation	7,766.68	6,649.99
	Annual	33,742.50	24,250.00
	Facility Fees	3,185.00	3,320.00
	Canteen/Bar	2,104.05	2,067.88
	Miscellaneous	732.59	
	Junior Programme		
	Fees	25,761.50	18,660.00
	Other		407.50
	TOTAL REVENUE	73,292.32	55,355.37
B.	EXPENSES		
	Admin./Communications	831.58	844.61
	Insurance		
	Property	2,678.13	2,757.70
	Directors'	978.37	926.50
	Workers' Compensation	280.23	212.10
	Mortgage Interest	1,250.31	1,403.82
	Utilities	1,071.29	1,208.63
	Salary/Benefits	7,449.19	8,035.74
	Property Taxes	2,554.43	2,251.30
	Sailing Programme	772.98	1,281.73
	Harbour Expenses	1,451.60	1,588.86
	Clubhouse Expenses	1,203.11	1,493.04
	Island Expenses	893.89	1,177.59
	Bank Charges	357.14	110.76
	Members' Loan Interest	449.70	628.69
	Repair & Maintenance	511.54	1,095.91
	Bar/Canteen	1,537.72	1,688.14
	Social (net)	203.66	218.00
	Bookkeeping	1,500.00	2,780.60
	Miscellaneous	170.31	921.72
	Junior Programme		
	Salaries/Benefits	16,155.32	17,311.18
	Other	3,758.94	5,675.93
	TOTAL EXPENSES	46,059.44	53,532.98
C.	BALANCE OF REVENUE/EXPENSE	27,232.88	1,822.39
	Less: Depreciation	5,130.61	4,870.14
	CURRENT ACCOUNT BALANCE	22,102.27	(3,047.75)

PART II - MEMBERS' ASSETS

A. CAPITAL ACCOUNT

(a) REVENUE	<u>1994</u>	<u>1993</u>
All revenues are deemed current	-	-
 (b) EXPENDITURES		
Debt Retirement		
Mortgage Principal	2,354.21	1,134.88
Repayment/Members' Loans	(1,000.00)	2,500.00
 Addition to Fixed Assets		
Equipment	1,950.00	4,654.89

B. SOURCE AND APPLICATION OF FUNDS

(a) Sources

Operating Surplus	27,232.88	1,822.39
Decrease - Accounts Receivable	- 1,692.26	55.76
Increase/Decrease Prepaid Item	- 358.88	(358.88)
Decrease - Accounts Payable	+ (180.62)	(1,033.56)
Decrease - Inventory		440.00
Increase - Prepaid Membership		30.00
Decrease - Uncashed cheques		(9.00)

(b) Applications

Capital Expenditures	1,950.00	4,654.89
Mortgage Reduction	+ 2,354.21	1,134.88
Repayment of Loans	(1,000.00)	2,500.00
Increase/Decrease in Cash	25,699.19	(7,343.06)
Adjustment to Retained Earnings	+ 100.00	

C. BALANCE SHEET AS OF OCTOBER 31, 1994

(a) ASSETS	<u>1994</u>	<u>1993</u>
Bank balance	30,995.25	5,296.06
Receivables	1,185.78	2,878.04 ← 1672
Prepaid Item	0	358.88 ←
Fixed Assets		
At cost (128,077.54)		
Less Depreciation (42,881.03)	85,196.51	88,377.12
TOTAL ASSETS	117,377.54	96,910.10

(b) LIABILITIES/EQUITY		
Mortgage	10,410.00	12,764.21 ← 2354
Members' Loans	5,500.00	4,500.00
Accounts Payable	3.49	184.11 ← 181
Members' Equity	82,509.53	82,509.53
Retained Earnings	(3,147.75)	
Current Earnings	22,102.27	(3,047.75)
TOTAL LIABILITY/EQUITY	117,377.54	96,910.10

**GRYC 1994 BUDGET-ISLAND CREW, PUBLIC RELATIONS, SAILING,
CLUBHOUSE, HARBOUR**

BUDGET ITEM	1994 BUDGET	1994 ACTUAL	1995 BUDGET
ISLAND CREW (516)			
Maintenance	\$300	\$319	\$300
Development	\$700	\$475	\$700
Wild plant inventory	\$0	\$100	\$0
Sub-total	\$1,000	\$894	\$1,000
PUBLIC RELATIONS (536)			
Masthead and "blue book"	\$500		\$1,400
Annual report	\$500		\$500
Sub-total	\$1,000	\$832	\$1,900
SAILING (502-504)			
Association fees (502)	\$300	\$372	\$400
Boat repair (504)	\$1,000	\$512	\$150
Sail repair (504)	\$100	\$0	\$450
Trophies (502)	\$400	\$353	\$500
Communications (502)	\$0	\$0	\$200
New Boats (asset)		\$1,000	\$20,000
Crash boat repair (502)	\$0	\$0	\$200
Gas & oil (503)	\$200	\$48	\$100
Sub-total	\$2,000	\$2,285	\$22,000
CLUB HOUSE (514)			
Materials	\$640	\$0	\$4,000
Cleaning and maintenance	\$500	\$844	\$900
Septic system	\$360	\$359	\$400
Sub-total	\$1,500	\$1,203	\$5,300
HARBOUR (512)			
Cat walk and booms	\$0	\$0	\$500
Signs for launch	\$0	\$33	\$0
Main dock	\$300	\$0	\$1,500
Private docks	\$400	\$0	\$0
Boat ramp	\$0	\$1,142	\$0
Railing for ramp	\$100	\$0	\$0
Decals	\$350	\$0	\$0
Mooring hardware	\$200	\$201	\$0
Misc. repairs	\$150	\$76	\$200
Sub-total	\$1,500	\$1,452	\$2,200
TOTAL	\$7,000	\$6,666	\$32,400

FLEET CAPTAIN'S REPORT

The Fleet

The Club Fleet now consists of a wonderful assortment of boats aquired over a long period of time and kept up as best as possible considering the use to which the boats are subjected.

Eight OTTER PRAM'S have served the Club well since the Sixties. Parents of some of todays Junior members have been heard relating stories about their first sailing experiences in these same Prams.

We have four LASER'S, three 420'S, two CODE 40'S, and one MISTRAL 404.

The condition of the Fleet is less than adequate to be considered dependable and maintainable. To address this, several measures are being taken in an effort to provide safe and dependable boats for the sailing program and for the use of members.

The PRAMS are now being repaired. The hulls will be patched up, sanded down and repainted. Each will be refitted with new sheets and sails. The rudders and centre boards will be sanded and re-varnished. Spars will be refitted so that when the Junior Program begins for the summer of '95 the PRAMS will be ready to serve all summer long with a minimum of upkeep. I'm looking forward to trying one out myself!

The MISTRAL 404 is a sound little boat that needs minimal repairs. These will be done early in the spring

The LASERS, CODE 40'S, AND 420'S also need repairs which will be carried out in the spring. Some of these boats are beyond the stage where they can be expected to withstand the rigors of a multi user/ sailing school environment. It's time to retire and replace them while they are still good enough for private use, and, with the care of a single owner, be kept on the water for many years to come.

Last summer, we were able to test a number of boats as well as consult with knowledgable members; CYA staff, FVQ staff and GRYC staff. It became very evident that the time was right to improve the condition of the Fleet so it would become consistently dependable and safe.

Recommendations

- three 420's be repaired and sold.
- two CODE 40's be repaired and sold.
- the MISTRAL 404 be repaired and sold.
- one of the LASERS, the White Heather, be sold.
- four new SQUADRON 13 boats be bought.

The Fleet would then consist of;

- eight OTTER PRAMS newly refitted
- three LASERS in good working order, and,
- four SQUADRON 13's in new condition.

The Use of Club Boats

The privilege of members to use Club boats and the procedure for the borrowing of these boats needs to be reviewed for safety as well as practical reasons. Club staff and directors might be found responsible if an accident was to occur to a sailor that was allowed the use of a Club boat without a proper safety briefing. Members are not always aware of the proper ways to rig,, manoeuvre, dock and tie-up a boat, and to put away the sails and spars in the proper areas ready for the next user. No one should be allowed to use Club equipment without being approved to do so.

Recommendation

Only members that have shown competence and knowledge about the use of the Club equipment they wish to use will be allowed the privilege to use that equipment.

A list of members qualified to use Club boats will be posted in the area of the Pram Shack and a proper record kept in the Club office.

The Board will appoint a number of staff and members authorized to instruct and qualify members.

It is understood that a great number of members are already experienced and the initial list would include them. They would not be required to undergo a briefing.

The Racing Program

Racing continues to be an important element of the Club program for all ages. Regular Sunday Series Races were generally well attended.

Though LASERS continue to lead in popularity for solo sailors, it seems as though Y FLYERS are overtaking ALBACORES and others in crewed boats. It will be interesting to see if the proposed Fleet encourages younger members to enter with crewed boats rather than LASERS as we've been used to seeing.

Congratulations to Nicholas Gravel, winner of the Jackson Series. Next year promises to be a whole new race. With a totally refitted PRAM Fleet we can expect a much less frustrating experience and fewer equipment failures.

Congratulations as well to all the other sailors who competed regularly.

Sailing Crew / Harbour Crew

Many thanks go to Peter Guy and the Harbour Crew for a great effort in putting the Harbour in shape for the season and maintaining it throughout. Few are aware of the new anchor system that was put in for the cat-walk, The gate - what can you say!? Look for more improvements to the cat-walk next year and improved dry docking facilities for Club boats.

Thank you Sandy Lorimer for co-ordinating race officiating. We hope that we can continue to build on your efforts next year.

Thank you Barb Thibault for gathering all the trophies and to all who helped out with the special events; Niñi Cohen and Roger LeClair, Muriel How, the Godbouts and Mike Levasseur who always seemed to be there, mostly when the weather was rotten, and to Malcolm McHattie for picking up boat parts continually!

Respectfully submitted,
Jos Woods

GRYC ISLAND CREW

The Island Crew is responsible for property management excluding the clubhouse and waterfront facilities. Main concerns are use and development of the islands, conservation, safety and security. A 1992 general "Land Use Plan" was developed from the 1991 "A Layline to the 21st Century" together with an annual "plan and budget".

The highlight of 1994 was the apparition of the Gardening Angels. A proposition from Judy White brought to life several planters at the entrance and on the Clubhouse deck. The work was done principally by Judy, Katherine Joyce and Morrison and Isabelle Roberge on the hottest weekend of the year. The result was a season long display of gorgeous and developing colours. Is that science or art? Pray let the Angels return in 1995.

A corollary Gardening Angels activity was herborist Mercedes Telles' visit to help us understand the wild plants on the islands. Mercedes showed and described, including medicinal properties, some 40 different species on the islands. Few of us take time to observe the remarkable variety of vegetation which, in addition to its aesthetic qualities, offers substance for decoctions, poultices and tinctures

Fundamental Crew activities include a Spring Work Party as soon as there is access. Some clearing up, such as under the deck and around the shacks, are tasks to be done as well as tree trimming, which is best done before the vegetation grows and Club activities start. Scrap wood, collected at an alarming rate, calls for at least one supervised bonfire, ideally on a damp spring day..

Staff do most of the necessary property work during the season. This year the beautiful day chosen for Fall Clean-Up provided an opportunity to lay wood chips on part of the path south of the pram shack. If the chips have the desired effect of reinforcing the surface, then a portable chipper provides a means of recycling scrap wood. Available quantities are not enough, however, for a complete solution to the erosion caused by activity on the islands.

Malcolm McHattie
Island Crew Chief

MINUTES
of the
ANNUAL GENERAL MEETING
for 1993

1. The meeting at the Chelsea Community Centre was called to order by the Chairman, the Commodore, John Pomeroy, at 7:30 on Monday, January 24, 1994.
2. Adoption of the Agenda
The Chairman proposed to follow the provisional agenda contained in the 1993 Annual Report tabled at the meeting and seconded by Jack DesBrisay.
Carried.
3. Minutes of the 1992 Annual General Meeting, Tuesday, January 12, 1993
Pat Evans moved, and Janet Millen seconded the motion to adopt the minutes of the 1992 AGM.
Carried.
4. Annual Reports and Discussion
The Commodore wished to thank inter alia the Gatineau River Boom Company, M & R Depanneur, and the Municipality of Chelsea (in advance) for their co-operation in controlling motorboat traffic on the river.

The Treasurer spoke to pages 5, 6, and 15 to 22 of the tabled Annual Report. Leonard Max moved, and Jocelyn Marshall seconded the amendment of By Law 6, Para 6 as set forth on page 6.

Jack DesBrisay moved, and Malcolm McHattie seconded, the adoption of Budget Option #1 as tabled in Document GRYC3XLS, and GRYC4XLS.

Consequently, the fee schedule for 1994 is as follows (excluding taxes):

- family membership	\$365	
- adult membership	\$225	
- intermediate membership	\$150	
- retaining membership	\$ 35	
- family or adult initiation	\$450,	or \$500 if paid over 2 years
- intermediate initiation	\$100	

Note that annual dues are payable on May 1 according to the By-Laws

The Treasurer thanked Frances Leeney, who has graciously offered to forgive a long-standing loan made to GRYC.

The Vice-Commodore spoke to pages 7 of the Annual Report, and Budget Document GRYC5.XLS, providing a detailed account of the 1993 Junior Programme revenue shortfall. In the past week, he had discovered \$1,600 in fees not paid. Invoices will be sent and this could help offset the deficit of \$3,920.

The Rear Commodore spoke to page 8 of the Annual Report and flagged for the AGM the issue of "no-shows" at banquets. What did the AGM feel should be done in the not infrequent case where Members had indicated on the phone that they would attend, and then simply not come? The caterers had to be paid out of Club funds. The consensus was that such members should definitely be invoiced, and the AGM left the mechanics of this to the Directors to work out.

The Fleet Captain spoke to pages 9 and 10 of the Annual Report. Discussion related to the number, cost and tracking of Club trophies.

The Commodore thanked the Masthead Editor for her written report (page 12) and contributions over the past 2 years.

The Secretary spoke to pages 11, 13 and 14 of the Annual Report, highlighting the interrelated issues of prompt renewal of fees and moorage, the need for reliable data for membership and crew lists, and clarity in the methodology used to determine the number of vacancies for future members.

A project for 1994 was the revision of the "Blue Book", a user-friendly Members' Guide to the Islands. Jocelyn Marshall's offer of assistance was applauded warmly.

5. Clarification/Revision of By-Laws

Eight proposals were made on pages 13 and 14 of the Annual Report.

- a. * Proposal 1 (Financial Matters). As noted above, moved by Leonard Max, seconded by Jocelyn Marshall; adopted.
- b. * Proposal 2 (Number of Club Members).
Proposal 4 (Deletion of Senior Membership).
Proposal 6 (Priority for New Members)
Proposal 8 (Public Relations and Publicity Directorship)
Proposal 5 (Voting) with the addition of one further word as follows: "Voting members are Charter,
Honourary, Adult and Family members
over 19 years of age."

All moved by Christopher Weber, seconded by Janet Millen.
All carried.

- c. * Proposal 7 (Intermediate Membership) was for clarification/information and was noted.
- d. * Proposal 3 (Charter Members) was clarified and withdrawn with the understanding that future membership lists give due recognition to our surviving Charter Members.

6. Adoption of the Budget

Before the vote, a question was raised about whether provision had been made for funds for a barrier to control access to GRYC's launch ramp. The Commodore explained what was envisioned - a lockable gate with appropriate signs stating that the ramp is the private property of GRYC, with use by permission. Since legal liability was also a consideration, this was a priority.

The Commodore went on to explain efforts underway to formally declare the waters around the Club a slow-speed zone.

Already moved and seconded, the Budget Option 1 was adopted.

At this point, the Chairman interrupted the proceedings to salute Mr. Pat Evans for never having missed a GRYC Annual General Meeting.

The Fleet Captain then rose to present the Commodore(s) with the duly-inscribed trophy for last year's most notable exploit. The inscription reads: "John Pomeroy and Lee Anne Johnston, 1992. Commodorus Interruptus."

7. Elections

Malcolm McHattie, on behalf of the Nominations Committee, proposed and Janet Millen seconded a slate of officers as follows:

Commodore:	John Pomeroy
Vice-Commodore:	Paul Hanvey
Rear-Commodore:	Paul Fydenchuk
Treasurer:	Michel Gravel
Secretary:	Warren Major
Fleet Captain:	Jos Woods

Carried.

For the new Director's post of Public Relations and Publicity, Muriel How moved and Jack DesBrisay seconded, the nomination of Jocelyn Marshall, who agreed to give this some serious consideration.

The Commodore advised that Crew Chiefs would be:

Junior Programme:	Janet Millen
Clubhouse:	Henry Sano
Property:	Malcolm McHattie
Harbour:	Peter Guy

8. Other Business

Jack DesBrisay moved and Malcolm McHattie seconded the nomination of Constantin and Brenda Wachmann to Honourary Membership. Eileen Stranks moved and Jack DesBrisay seconded that the Membership list be amended to reflect the awarding of Honourary Membership by an earlier AGM of John and Aloise Seally.

The trophy for this year's outstanding exploit was awarded to Mr. Peter Guy (for near total immersion in the line of duty). And the Other Eager Beaver (being of the four-legged persuasion and having taken up residence in a new house consisting in part of Muriel How's boat).

Leonard Max moved and Isabelle Roberge seconded the adjournment of the 1993 AGM at 9:30 pm.
Carried.