

**GATINEAU RIVER YACHT CLUB**  
**ANNUAL GENERAL MEETING FOR 1996**

**MEETING ROOM B, CHELSEA COMMUNITY CENTER**

**WEDNESDAY, JANUARY 22, 1997**

**7:30 PM**

**GATINEAU RIVER YACHT CLUB**  
**1996 ANNUAL MEETING**

**PROPOSED AGENDA:**

1. Adoption of Agenda
2. Minutes of the Annual General Meeting of 24 January 1996
3. Reports:
  - 3.1 Treasurer
  - 3.2 Vice-Commodore/Youth
  - 3.3 Fleet Captain
  - 3.4 Secretary
  - 3.5 Public Relations Director
  - 3.6 Commodore
4. 1997 Budget approval
5. Consolidated Bylaws and By-law revisions
6. Elections and appointments
7. Other business:
  - 7.1 Honorary memberships
  - 7.2 Special awards

# MINUTES OF THE 1995 GRYC GENERAL MEETING

## CHELSEA LIBRARY

### WEDNESDAY 24 JANUARY 1996

The Chairman (Commodore John Pomeroy) called the meeting to order at 7.22 pm. He particularly welcomed Mr. Pat Evans to his 24TH consecutive annual meeting. Mr. Evans, a GRYC founder, has never missed a General Meeting.

Peter Guy moved adoption of the agenda. Seconded by Bruce Lorimer. Carried.

Peter Guy moved adoption of the Minutes of the General Meeting for 1994 held 25 Jan 1995. Seconded by Malcolm McHattie. Carried.

The Treasurer's Financial Statements were tabled, along with the reports of the Vice-Commodore, Fleet Captain, Rear Commodore, Secretary, Public Relations Director, and Commodore. Bruce Lorimer moved that the reports of the Directors be accepted. Seconded by Malcolm McHattie. Adopted.

On behalf of the Treasurer, Paul Hanvey then introduced the 1996 Proposed Budget. Discussion followed on avoidance of GST, renovations to the kitchen, additional picnic tables, and the proposed fee structure. Marc Dolgin moved adoption of the budget, seconded by Peter Guy. Adopted.

The General Meeting stressed the importance of volunteerism, and directed the Secretary to assign every Member (19 or over) to one of the Club's crews (not just one -per-couple, as had sometimes been the understanding in the past.) Moved by Marc Dolgin, seconded by Peter Goodman that this year's renewal notice offer each membership unit the option of paying \$50 extra in lieu of crew duty. Adopted. The renewal notice will be amended to offer this choice, and any unsigned renewal forms are to be returned to the Member.

The Secretary (Warren Major) introduced proposed revisions to the By-laws. The General Meeting adopted articles 8 through 14, as revised and set out in the Consolidated By-laws. Further consideration of articles 12.2 was deferred; it is acknowledged that the current By-law is inoperable for both legal and practical reasons, but it was not considered worth taking up more time of the Meeting to discuss it further, as the possibility of dissolution of the Club seems remote at present.

The Commodore opened discussion of Agenda item 6, Elections and Appointments. Past-Commodore Mark Dolgin placed in nomination a slate of officers for 1996. He noted that a call for nominations had been included in the notice-of-meeting; there being no further formal nominations, the following were acclaimed:

Commodore Paul Hanvey  
Vice-Commodore Ingrid Wellmeier  
Rear Commodore Jeff Atkins  
Fleet Captain Michael Vasseur  
Secretary Michel Gravel  
Treasurer (to be appointed per by-laws)  
Communications Paul Fydenchuk

Tribute was paid to retiring Commodore John Pomeroy for his vision and generosity. Votes of thanks were extended to Daniel Major and Pierre Asselin for unpaid help in developing the database; and to Jean-Guy at M and R Depanneur for essential supplies.

The Meeting took note of the trial procedure outlined in the annual report for dealing with the awarding of honorary membership.

One information item related to hearings coming up on the future development of the Gatineau River. The Commodore will co-ordinate the Club submission.

Jos Woods moved adjournment at 10:15, seconded by Michael Vasseur. Carried.

Warren Major  
Secretary

**Attendance:**

Warren Major	Daniel Major	Marilyn Major
Marylies Woods	Mary Brunton	David Thomson
Malcolm McHattie	Don Henning	Michael Vasseur
Peter Guy	Ingrid Wellemeier	Paul Hanvey
Jos Woods	John Pomeroy	Paul Fydenchuk
Pat Evans	Elizabeth MacFie	Marc Dolgin
Jeff Atkins	Peter Goodman	Hélène Robert
Daniel Robert	Pat Laverne	Eillen Stranks
Bill Stranks	Muriel How	Gonnie de Witte
Lee Anne Johnson		

## **TREASURER'S REPORT FOR 1995-1996**

The club started the year in a very healthy financial position thanks to the previous treasurer's efforts (Michel Gravel).

It was the third year in which the Club operated with a budget that had been approved at an Annual General Meeting. A new bookkeeper was hired to assist the Treasurer in the day-to-day financial running of the Club.

### **FINANCIAL STATEMENT FOR THE 1995-1996 YEAR**

The Club's cash balance is approximately \$25,400 at year end. This compares to a cash balance of approximately \$17,700 a year ago. Highlights of the 1995-1996 financial statements are:

- revenues were approximately \$700 over budgeted targets (revenues from membership were slightly higher than budgeted and from Youth Program slightly lower)
- expenses were approximately \$2,000 higher than budgeted
- net income was \$3,600 versus \$4,800 budgeted
- no new fixed assets were purchased or sold
- major upgrading of the catwalk were completed to comply with insurance requirements
- job development grants of approximately \$2,200 were received for the Youth Program staff
- expenses for the Youth Program exceeded revenue by \$900. This compares with a net revenue gain for last year of \$1,200
- member's loans were paid down by \$1,000 plus cancellation of \$200 of unknown origin

The financial health of the GRYC remains excellent. Although cash reserves exist at the start of the year they are approximately equal to what is necessary to ensure smooth operation of the club. The minimum balance in the bank account reached \$3,800 on April 1 with a starting balance of \$17,700 on November 1. It is suggested that a RESERVE FUND be set up and invested with any excess cash reserves over \$20,000. This RESERVE FUND would be used in the future for capital improvements, sailing fleet improvements or any unforeseen major expenditures. Approval of this undertaking is requested at the AGM.

### **MEMBER'S LOANS**

Loans now stand at \$3,000 following repayment of \$1,000 during the 1995-1996 fiscal year and the cancellation of \$200 of unknown origin. Provisions have been made to reduce member's loans by \$3,000 in next year's budget which will in effect reduce member's loans to zero. Interest rate is 9%.

### **STATEGIC PLAN**

Consideration should be given to resurrect the Finance Committee with a mandate to prepare a 5 year strategic plan for capital improvements, major repairs and sailing fleet improvements. This would fit in with the proposed RESERVE FUND creation. Members interested in serving on this committee should make their intentions known at the AGM.

## **MORTGAGE-BANK OF MONTREAL**

The Club's loan with the Bank of Montreal has the following details:

- principal owing \$5,400
- repayment schedule 2 years 2 months
- interest at prime plus 2.5%
- \$624 of interest paid in 1995-96
- \$800 budgeted interest for 1996-1997

## **GOODS AND SERVICES TAX**

Due to revenues (excluding youth Program) in excess of \$30,000, the Club had to continue charging G.S.T. and P.S.T. for 1995-1996 on all club activities and membership fees and services. This amounted to \$5,738. Recoverable G.S.T. and P.S.T. paid on purchases during the year amounted to \$1,789. The Youth Program was exempt from these taxes.

The good news is that the limit has been raised to \$50,000 for our next fiscal year. We have applied to be deregistered. The net result is that members will **not** have to continue to be charged these taxes for 1996-1997. However, we will also forfeit our ability to recover G.S.T. and P.S.T. paid on purchases. To recover this loss fee increases are necessary (see 1996 Budget). The net impact on members will be lower net payments due to the fact that the fee increases are substantially less than the cancelled G.S.T./P.S.T. previously paid by members.

## **BY-LAW REVISION**

Article 13 (dissolution) needs to be reviewed with respect to disposal of any net assets on dissolution of the Club.

## **1996-1997 BUDGET**

A budget for fiscal 1996-1997 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.

Approval for a penalty of \$5 per month for late invoice remittance is requested. This is requested due to the large number of late payments experienced during 1995-1996.

The 1996-1997 budget is targeting for a net income of approximately \$2,000. Provisions have been made for member loan repayment of \$3,000 and \$2,500 in mortgage loan repayment.

Fees for family, adult and retaining memberships will be increased to compensate for the loss in ability to recover G.S.T. and P.S.T. paid on purchases. All other fees will remain unchanged. However, the good news is that the net financial impact on members will be a reduction in payment due to not having to pay G.S.T. and P.S.T. .

Proposed membership and initiation rates for 1996-1997 are as follows:

family memberships	\$385 (up from \$365)
adult memberships	\$237 (up from \$225)
retaining memberships	\$74 (up from \$70)
intermediate memberships	\$150
family or adult initiation	\$450 (if paid in one year)
family or adult initiation	\$500 (if paid over two years)
intermediate initiation	\$100

Proposed facility and winter storage fees for 1996-1997 are as follows:

	Facility	Storage
half dock (includes one sticker)	\$55	\$30
catwalk	\$30	\$30
laser rack	\$35	\$30
canoe rack	\$30	\$30
kayak	\$30	\$30
sailboard	\$30	\$20
other	\$25	\$20
locker	\$10	

Respectfully submitted,

Michael Tobalt

**THE GATINEAU RIVER YACHT CLUB**  
**UNAUDITED FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDING OCTOBER 31, 1996**

**THE GATINEAU RIVER YACHT CLUB INC.  
BALANCE SHEET  
AS AT OCTOBER 31, 1996**

**UNAUDITED**

**ASSETS**

	<u>1996</u>	<u>1995</u>
<b>CURRENT</b>		
Cash	\$ 25,423	\$ 17,678
Accounts receivable	-196	1,109
	<u>25,227</u>	<u>18,787</u>
<b>FIXED</b>		
Fixed assets	113,804	113,804
Accumulated depreciation	-56,417	-49,283
	<u>57,387</u>	<u>64,521</u>
<b>TOTAL ASSETS</b>	<b><u>\$ 82,614</u></b>	<b><u>\$ 83,308</u></b>

**LIABILITIES**

<b>CURRENT</b>		
Accounts payable	\$ 407	\$ 970
Bank loan (mortgage)	5,394	7,902
Members loans	3,000	4,200
	<u>8,801</u>	<u>13,072</u>
<b>TOTAL LIABILITIES</b>	<b>8,801</b>	<b>13,072</b>
<b>MEMBERS EQUITY</b>		
Retained earnings	\$ 70,236	\$ 66,264
Current earnings	3,577	3,972
	<u>73,813</u>	<u>70,236</u>
<b>TOTAL EQUITY</b>	<b>73,813</b>	<b>70,236</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b><u>\$ 82,614</u></b>	<b><u>\$ 83,308</u></b>

**THE GATINEAU RIVER YACHT CLUB INC.  
STATEMENT OF CHANGES IN FINANCIAL POSITION  
FOR THE YEAR ENDED OCTOBER 31, 1996**

**UNAUDITED**

	<u>1996</u>	<u>1995</u>
<b>CASH PROVIDED BY (USED FOR)</b>		
Net revenue	\$ 3,577	\$ 3,972
Item not requiring cash depreciation	<u>7,134</u>	<u>6,607</u>
	10,711	10,579
 Change in non cash working capital balances	<u>-1,766</u>	<u>-1,464</u>
	8,945	9,115
 <b>INVESTING ACTIVITIES</b>		
Purchase of fixed assets	0	-21,982
Sale of fixed assets	<u>0</u>	<u>850</u>
	0	-21,132
 <b>FINANCING ACTIVITIES</b>		
Decrease in members' loans	-1,200	-1,300
Increase in members' loans	<u>0</u>	<u>0</u>
	<u>-1,200</u>	<u>-1,300</u>
 <b>(DECREASE) INCREASE IN CASH</b>	7,745	-13,317
 Cash - beginning of year	<u>17,678</u>	<u>30,995</u>
 <b>CASH - END OF YEAR</b>	<u><u>\$ 25,423</u></u>	<u><u>\$ 17,678</u></u>

**THE GATINEAU RIVER YACHT CLUB INC.  
STATEMENT OF REVENUE AND EXPENDITURE  
FOR THE YEAR ENDED OCTOBER 31, 1996**

UNAUDITED

	<u>1996</u>	<u>1995</u>
<b>REVENUE</b>		
Initiation fees	\$ 3,550	\$ 3,950
Membership fees	32,171	33,585
Facility fees	4,534	4,096
Bar and canteen (including junior program)	2,081	1,372
Miscellaneous	724	753
<b>Junior program</b>		
Junior program fees	24,668	25,182
Junior program other	2,316	2,343
	<u>70,044</u>	<u>71,281</u>
<b>EXPENSES</b>		
Sailing program	898	1,164
Sailing program gas	40	85
Repairs and maintenance	292	776
Bar and canteen (including junior program)	1,471	962
Social	1,655	1,171
Miscellaneous	622	320
Harbour	2,502	1,395
Clubhouse	1,765	4,504
Island	369	2,380
Wages and benefits	8,546	6,545
UI/WCB/QPP/QHIP/	1,681	1,422
Public affairs	612	281
Bookkeeping	1,079	2,350
Utilities	1,104	1,173
Property taxes	2,807	3,135
Insurance	4,212	4,060
Stationary and postage	553	820
Mortgage interest	624	1,025
Members loan interest	403	546
Bank charges	193	274
Depreciation	7,134	6,607
<b>Junior program</b>		
Wages and benefits	20,611	19,990
UI/WCB/QPP/QHIP/	2,212	0
Association fees	483	422
Supplies	1,942	1,714
Other	2,657	4,188
	<u>66,467</u>	<u>67,309</u>
<b>NET REVENUE (LOSS)</b>	<b>\$ <u>3,577</u></b>	<b>\$ <u>3,972</u></b>

## REPORT OF THE VICE-COMMODORE 1996

The summer of 1996 brought another successful summer camp program to our small island paradise on the Gatineau River. The Youth Program Committee, meeting regularly from April to October, made it all possible. Members of this hard working committee include: Peter Goodman, Jennifer Parmelee, Amanda Shaughnessy, Leonard Max, Diane Bissinette, and Yvonne Weber.

Recruiting, selecting and hiring staff was the focus of our activity in April, May and June. Also in June we worked with the staff to get the program set for the summer. Staffing difficulties were worked out and the summer got under way with the committee's focus on ongoing issues such as marketing the sessions which had not filled up. As the summer wrapped up we provided support to the staff at the year end banquet and then worked on evaluations of the staff, program and feedback from families.

The excellent staff from the summer of '96 included both oldtimers and newcomers: Heather Smith, Julie Cousineau and Michael Dawson joined old hands Josh Cohen and Jenny Lohead to pull together a sailing and swimming curriculum that met the needs of almost everyone! They received some excellent assistance from Counsellors in Training Neil Rask and Sarah Brunton.

We raised the program fees about 10% this year and this may have been a deterrent to some non-members as the two week fee is now up to \$285. We spent a bit more this year than we took in and this resulted from a combination of the extra cost of some staffing difficulties at the beginning of the summer, some unbudgeted mandatory employment insurance expenses and the handful of empty spaces throughout the summer.

Aside from the fee increase, some other changes this summer included: pizza delivery direct to the island (no more Youth Committee Members driving to Hull every Friday); no sleepover -- instead a very successful and cheap year end banquet for participants and their families; no racing program this year due to the overwhelming numbers of white sail kids needing instruction; and canteen only at lunchtime, an innovation which made wrap up/clean up at the end of the day much easier for staff.

The usual strain on the program cropped up again this year -- the inability to provide as much focus on the older students as they might wish. We have spent many hours on the committee and with staff discussing how we might improve this but once again had to conclude that with current resources we are able to offer the Junior Skipper Program (former Giggling Rascals), the White Sail Program, Bronze IV and V in sailing and swimming at all levels up to Bronze Medallion. Our suggestion is that for children who need more competitive programs, particularly Silver VI, we support their attendance at one of the other, larger clubs. This level of sailing in any case requires better sailing conditions than we tend to get on the Gatineau River and it also means attending races at other clubs.

usual maintenance that they all need once in a while.

The Lasers have had their hulls repaired rather extensively this year, and since they still are usable, I have recommended to the Board of Directors that each year, starting with 1997, a new laser sail be bought for them. This is to alleviate the problem that the sails we have are now spending more time at the sailmaker's shop being repaired than they are being used on the water.

As for the Albacore, it's hull should be repaired this year so that members can use it. It is a nice boat, but since this is probably the most fragile boat of the fleet, some special measures should be taken to avoid taking it out when the conditions warrant it or the crew is not experienced enough to handle it properly.

### **Club Nights**

These weekly events have really added some zing to the Club this past year. Everyone has enjoyed either learning how or teaching someone how to sail, and the best part was the \$2 dinner afterwards, the best deal in town. I therefore recommend very strongly that this event be maintained for the coming years, and I hope it meets the same success it has had this past year. Again, many thanks to the volunteers and especially Bob Lee for the catering of the weekly events.

### **Weekend Racing**

Many thanks go to the volunteers who have given their precious time to officiate the weekend races. Nothing would probably have happened if it wasn't for their presence at the Lighthouse, so again, thank you very much.

However, I must admit to some disappointment to the fact that we were not able to complete any of the racing series this year due to lack of participation. About once a month there would be a Sunday when there were not even three racers present at the starting line, thus canceling the races for the weekend. Since the Fleet is there for the members, I would hope that more young sailors take advantage of this and participate at these events on the weekends. This experience is invaluable for practicing tactics and other maneuvers, and this really shows when these young sailors then participate at regattas happening all around us during the summer. As the saying goes, practice makes perfect.

### **And finally**

Many thanks again to all the volunteers and the Sailing Crew for helping out this year, and I hope that next year will be better still than this year. May the winds be with you all!

Michael F. Vasseur

# 1996 SECRETARY'S REPORT

## 1.0 Current membership

Current membership of the GRYC stands at 213 Adult and Family members over 13 years old. The Club has 31 Retaining Members (including children) and 23 Charter/Honorary Members. Since the By-laws allow for 250 Adult and Family Members over 13 years old, it is expected that new Members will be accepted in 1997.

Should potential members indicate an interest in the Club, Membership applications can be obtained from the Secretary.

## 2.0 Membership list

An up-to-date membership list showing Members' names and their telephone numbers is attached. Also shown are the names of Members' children.

## 3.0 Members' database

The Membership database that was initiated by Warren Major has been through a number of refinements thanks to the work conducted by Brian Drummond. The most recent information on each Member will be printed and sent out with the 1997 invoices. Each Member will be asked to check the information contained in the database and to return any changes to the Secretary for correction.

## 4.0 Consolidated By-laws

The revised By-laws of the GRYC have been consolidated and are provided in the attached document titled "Consolidated By-laws (December 1996)".

## 5.0 Revisions to the Blue Book

Revisions to the GRYC "Blue Book" which describes the Club's charter, history and purpose are on-going. John Pomeroy has graciously volunteered to complete this ambitious task.

Respectfully submitted,

Michel Gravel

## REPORT OF THE PUBLIC RELATIONS DIRECTOR

In 1996, we produced three issues of THE MASTHEAD for spring, summer, and fall. A new feature was the book review column by the editor. Members were kept informed of events by a phone chain organized by Ed. Thanks to the efforts of Neil Berman, the sailing community can keep up to date at the GRYC web site.

Our goal for 1997 will be to keep members better informed and to generate more sailing enthusiasm. Some new members have pointed out that they do not know what some events are, so we will be publishing event descriptions with the calendar of events. Event listing will be posted at the clubhouse, in the newsletter, and on the web site.

As always, submissions, photos, and event reports are welcomed for THE MASTHEAD.

Paul Fydenchuk

## FROM THE COMMODORE

Quotes are taken from The Cooper's Book "Sell Up & Sail":

*"How to be crew:*

*The saylors are the elder men, for hoising the sailes, haling the bowlings, and steering the shippe.*

*There is no task in a boat that is sexually exclusive. Some jobs require braun. Others require rather less muscle, but are perhaps fiddly jobs requiring great patience. A good crew should be helpful, tolerant, humorous at the right moments and tactful, it helps to have a little knowledge".*

Our 1996 Board of Directors and club manager have been very good crew to work with. My sincere appreciation to them all for their willingness to take on their respective tasks and duties with diligence, tolerance and no insignificant amount of knowledge and expertise. Some of our board meetings have been quite entertaining while at the same time focusing on the job of "steering the shippe". There were many indications of good and well used senses of humor.

The kind of crew one wouldn't want to work with:

*"No no-hopers, no topers,  
No one round the bend,  
No no-soapers, no gropers,  
No windbags (either end)."*

*"How to be captain:*

*The Captaine's charge is to command all.*

*A good captain is recognizable not by his autocracy and didacticism, but by the respect in which he is held by his crew".*

I have tried!!

### A SAILING STORY

On more than one public occasion I have joked about the set of circumstances that led to my becoming the commodore of the GRYC. When volunteers were requested everyone stepped to the rear faster than I; I was the only potential candidate that had as much hair as John Pomeroy, etc., etc. These explanations are only mostly true. There is, of course, a part of me that is quite honored to be the commodore of the GRYC, particularly when I think about some of the individuals who have been commodore before me.

In thinking of what to write for my contribution to the 1996 annual report it seemed appropriate to indicate something about my hopes and aspirations for the GRYC during my time as commodore. These wishes are closely related to my own personal experiences and goals with respect to sailing. I am not one who likes to talk about myself, but in the hope of encouraging more sailing activity at the Club I thought I would review how I came to consider myself to be a sailor.

## **FIRST INVOLVEMENTS - FIRST DRAFT**

I am not a sailor in the mold of the racing Lorimers, McHatties, Godbouts, Daniel Major and the like, but a sailor none the less. Although sailing is now an addictive passion for me, I have come to the sport only fairly recently. I started, like many fellow boomers, with a sail board in 1984. I sailed this a lot at first and then only at the cottage during the summer holidays. Louise and I knew of the GRYC, but did not join until we decided that our girls were old enough for us to be comfortable with them on and around the GRYC docks and islands.

In 1992 my girls were registered in the youth program, Katie being one of the founding members of the reconstituted Giggling Rascals (I find that most things at the GRYC are new versions of things that have been tried before). Late that summer I attended a meeting of parents and somehow Lee Anne Johnston and a few of her accomplices lured me to the position of crew chief of the Junior Program Crew. From there it was a relatively short step to Vice-Commodore, a position I occupied for three years from 1993 through 1995.

Given my involvement with the sailing program, and as Alison and Kate improved their sailing skills, I started to feel that I should learn more about sailing. My thinking was and still is that sailing should be something that the family can do together (like our Winter skiing holidays). This would require a boat larger than a laser (or 4 lasers). At the start of the '94 Summer, Winston Webber advertised that he was selling his Albacore - *First Draft* (which he had purchased from the Godbouts). I told Winston I was interested and arranged a familiarization cruise. Winston was unavailable so I conned Jesse Cohen into accompanying me. Things went rather well, the Albacore being a very responsive boat, until it came time to return to the dock. I would have smashed onto the rocks were it not for Jesse alertly jumping off over the bow and stopping the boat with only a minor bump. Undaunted, I made a deal with Winston and *First Draft* became mine. A family cruise was imminent.

One of my next excursions, however, was with Richard Garlick on an afternoon with a gusty breeze of 15 to 20 knots. Richard and I proceeded to capsize four times in a couple of hours, once, in the middle of the bay, no more than 100 feet from *First Draft's* dock. The family was not present to witness the happenings, but news travels at the Club. The family cruise was put on hold.

I sailed the Albacore, mostly myself, sometimes with John Pomeroy (we swamped again) the rest of that Summer and the next year at the cottage. I got rather proficient, I thought and eventually had several people crew. The family remained disinterested. I decided that we needed a bigger boat.

## ALLEY CAT

Later in the Summer of 1995, after speaking often with Paul Fydenchuk and hearing extensively of the virtues of the Sandpiper, I found a lovely one for sale and purchased it immediately. (In order to put the rest of this saga into perspective I must note that I paid \$4,000 for the Sandpiper, complete with trailer.) The family would be impressed, I thought. In August that year we had a christening party and named the Sandpiper *Alley Cat*. I sailed by myself and with various crew, including family members. Katie particularly likes to play cards and eat snacks down below with a friend, while I sail. She's also starting to become quite a hand at the tiller. But the Albacore capsizings were still remembered and no full family cruises were had.

In September, 1995 I took Ottawa Sailing School's (OSS) CYA Basic Cruising course at the Britannia Yacht Club. In October that year I added to my personal mission statement: "I will sail as much as possible". Whether the family would follow remained to be seen.

To keep involved with sailing over the Winter months, I took a Coastal Navigation course, also through OSS. I plan to take celestial navigation this Winter. There will be no bounds.

When the Spring of 1996 came I was really keen. For Christmas '95 the family had given me a new large Genoa sail for *Alley Cat*. Would they venture on board to see if it worked? I trailered the boat to the cottage on the upper Ottawa River and sailed frequently. The family had their own cottage routines and in spite of many suggestions to do a cruise requiring an overnight anchoring, we just never quite seemed to find the time. In late August I trailered the boat to Picton on Lake Ontario. Richard and Zoe Garlick came along as did Ali. The four of us were out in small craft warning conditions with winds of 25 to 30 knots and plenty of whitecaps. We should have known we were in for it when the umbrella at our breakfast table blew away!! We didn't get much sail up that day, but the experience of being out and surviving was a confidence builder for us all. Louise and Kate joined us later in the trip. With the boat not being big enough to carry 6 people comfortably, Louise and the girls volunteered to drive to the beach at Sandbanks while Richard and I sailed. The two of us had some good winds and good sails and passed some enjoyable time at the bar at the Prince Edward Yacht Club.

I was hooked. I raced Sharks at Britannia in a few evening races, gaining experience with spinnaker sails. I also took the Intermediate Cruising Course at the end of October, 1996 (the so called bare boat charter license). This was done out of Kingston on a 35 foot Mirage and involved a four day live aboard cruise with three other students and a CYA instructor.

## **EQUANIMITAS - A BOAT BIG ENOUGH**

Louise and I were fortunate enough to get a last minute trip to Grenada in November (Louise had a business trip, believe it or not). While there I chartered a 42 foot catamaran one day when Louise was otherwise occupied. However, on the Thursday of the week we were there I chartered a 50 foot Beneteau from the Moorings. Louise couldn't get out of this one. We took the boat for the day (I steered while a young Grenadian handled all the lines) and sailed the south east Atlantic coast of Grenada.

The wind was a steady 25 knots and the waves about two metres. Sailing down wind it was tremendously exhilarating to feel a fifty foot boat surf down the face of the waves. Although the boat heeled significantly Louise still felt comfortable just given the size of boat under foot. We stopped for lunch (snorkeling followed by rum punch, BBQ chicken and potato salad) in a secluded bay off Calivigny Island. Louise saw the light!! By the afternoon return sail she was suggesting that maybe this was the type of holiday that the family could enjoy. Has anyone ever seen a 50 footer on the Gatineau River?

## **RETURNING TO THE GRYC**

So, how does all this relate to the GRYC? As I said, sailing has become my addiction. When I'm not doing it I'm reading or studying about it. I know that not everyone will take to sailing with this degree of keenness. However, I do think that there are many members of the Club who think that all sailors must aspire to race Lasers or Y-Flyers on Sundays. Our Club has a great contingent of Laser and Y racers and we will have more. Our Wednesday Club nights last year started the process of introducing more of our members to sailing.

Sailing may take many forms. My particular passion is for cruising. There are no rules, no marks to make and no necessity to constantly trim sails for max power. Rather, there are quiet bays to be enjoyed, skinny dipping, food and drink to be consumed on board, peaceful nights at anchor, fishing, but perhaps most enticing, many many different places to sail. The concept of arriving under sail at some new destination has great appeal.

The Sandpiper is only one example of a class of boat generally known as the pocket cruiser. All boats in this class are suitable for weekend excursions for a family of four. With a fully retractable keel the boat can easily be beached so accommodations on board may be supplemented by a tent. The boat can also be towed behind a small car.

I think that boats of this size are ideally suited to the GRYC. They provide enough boat for the experiences mentioned above and can easily be hauled to any number of interesting sailing destinations. Consider Lake Champlain, Georgian Bay, Lake Ontario, the Ottawa River, Thirty One Mile Lake or the Gatineau above the Pawgan Dam for example.

I hope to see an increase in the number of boats of this size at the GRYC. I believe that this may happen naturally as more members sail more often. I would like to see cruising "races". We could cruise up to the sea plane base, back down around the Hydro Island, returning to the Club at sunset. If we wanted rules they could be such as the following:

Fishing and swimming are compulsory.

Motoring is an accepted means of propulsion.

Sails must be no less than five years old.

All boats must be provisioned with adequate quantities of food and beer and wine given the likelihood that the wind will die.

Handicaps could be provided to boats carrying potted plants or children or dogs.

The first boat to cross the finish line will be automatically disqualified unless it can be proven that blatant cheating occurred.

I would like to see every member of the Club issued with a membership card. I would like to get the GRYC involved (or re-involved) in the concept of reciprocal privileges (an accepted practice among yacht clubs). There is a trailer sailor page on the world wide web. We could build on that and link our Club's page to theirs. We could invite members of other clubs to bring their boats to the GRYC to enjoy the wonderful ambiance that the Club and the River have to offer. I would like to see members of our Club taking their boats to other clubs to sail new waters and to meet new people with interests similar to their own - sailing followed by beer and banter at the bar. What could be better than that?

Perhaps I would like too much. I don't expect that the nature of the GRYC will change from one year to the next, but over time who knows what may transpire. In the meantime, Fydenchuk's *Horatio* and Hanvey's *Alley Cat* are always ready to sail anywhere, anytime. If you want to crew just let us know. But beware, you too may become a sailor.

Respectfully submitted,

Paul Hanvey

# GRYC 1997 BUDGET - EXPENSES

13-Dec-96

EXPENSES	1997 budget	1996 actual	1996 budget
<b>ACTIVITY EXPENSES</b>			
502 Sailing programme(trophies,regatta-net,misc)	\$ 1,000.00	\$ 897.68	\$ 1,200.00
503 Sailing programme gas	\$ 100.00	\$ 39.87	\$ 100.00
504 Repairs & maintenance (includes new sail)	\$ 1,200.00	\$ 292.21	\$ 500.00
506 Bar & canteen (includes Junior in 1996)	\$ 1,200.00	\$ 1,471.38	\$ 1,000.00
508 Social(net)	\$ 1,300.00	\$ 1,655.29	\$ 1,100.00
510 Miscellaneous	\$ 600.00	\$ 621.85	\$ 400.00
512 Harbour Master expenses	\$ 2,000.00	\$ 2,501.84	\$ 2,000.00
514 Clubhouse expenses	\$ 2,000.00	\$ 1,765.28	\$ 2,000.00
516 Island expenses	\$ 1,000.00	\$ 368.44	\$ 2,000.00
<b>Total activity expenses</b>	<b>\$ 10,400.00</b>	<b>\$ 9,613.84</b>	<b>\$ 10,300.00</b>
<b>JUNIOR PROGRAMME EXPENSES</b>			
522 Wages & benefits	\$ 20,000.00	\$ 20,610.76	\$ 20,000.00
5225UI/WCB/QPP/QHIP expenses	\$ 2,200.00	\$ 2,212.28	\$ -
523 Association fees	\$ 450.00	\$ 483.00	\$ 450.00
524 Adv/badges/lunch/misc.	\$ 2,000.00	\$ 1,826.39	\$ 2,000.00
525 J.P. boat maintenance/gas (includes new sail)	\$ 1,100.00	\$ 830.25	\$ 1,000.00
526 Supplies	\$ 1,650.00	\$ 1,942.30	\$ 1,700.00
<b>Total Junior Programme</b>	<b>\$ 27,400.00</b>	<b>\$ 27,904.98</b>	<b>\$ 25,150.00</b>
<b>OTHER EXPENSES</b>			
530 Wages & benefits	\$ 8,600.00	\$ 8,546.32	\$ 7,000.00
531 UI expense	\$ 350.00	\$ 851.15	\$ -
533 WCB expense	\$ 300.00	\$ 293.40	\$ 1,000.00
534 QPP expense	\$ 200.00	\$ 187.78	\$ 100.00
535 QHIP expense	\$ 400.00	\$ 348.78	\$ 400.00
536 Public affairs (includes purchase of burgees)	\$ 1,500.00	\$ 612.12	\$ 1,000.00
537 Bookkeeping(\$1,700) & financial review(\$0)	\$ 1,700.00	\$ 1,079.25	\$ 2,350.00
<b>Total other expenses</b>	<b>\$ 13,050.00</b>	<b>\$ 11,918.80</b>	<b>\$ 11,850.00</b>
<b>PROPERTY AND ADMIN EXPENSES</b>			
540 Utilities	\$ 1,300.00	\$ 1,103.80	\$ 1,200.00
542 Property taxes	\$ 3,000.00	\$ 2,806.80	\$ 3,300.00
544 Insurance	\$ 4,500.00	\$ 4,212.42	\$ 4,200.00
545 Stationary & postage	\$ 900.00	\$ 552.60	\$ 900.00
550 Mortgage interest	\$ 800.00	\$ 624.00	\$ 900.00
552 Member's loan interest	\$ 270.00	\$ 402.67	\$ 400.00
554 Bank charges	\$ 250.00	\$ 193.07	\$ 300.00
560 Depreciation expense	\$ 5,900.00	\$ 7,134.01	\$ 6,000.00
<b>Total property &amp; admin</b>	<b>\$ 16,920.00</b>	<b>\$ 17,029.37</b>	<b>\$ 17,200.00</b>
<b>TOTAL EXPENSES</b>	<b>\$ 67,770.00</b>	<b>\$ 66,466.99</b>	<b>\$ 64,500.00</b>

NOTES: Codes 504/525 include one new sail for laser @ \$700  
 Code 552 assumes pay off all existing loans  
 Code 536 includes purchase of 50 burgees @ \$15  
 Code 537 assumes no external financial review

# GRYC 1997 BUDGET - REVENUE AND INCOME

13-Dec-96

REVENUE	1997 budget	1996 actual	1996 budget
<b>MEMBERSHIP REVENUE</b>			
Initiation fees	\$ 1,000.00	\$ 3,550.00	\$ 1,000.00
Family memberships	\$ 30,030.00	\$ 26,971.51	\$ 29,565.00
Adult memberships	\$ 4,500.00	\$ 4,500.00	\$ 3,600.00
Retaining memberships	\$ 740.00	\$ 700.00	\$ 840.00
<b>Total membership fees</b>	<b>\$ 36,270.00</b>	<b>\$ 35,721.51</b>	<b>\$ 35,005.00</b>
<b>JUNIOR PROGRAMME REVENUE</b>			
Junior programme fees	\$ 25,000.00	\$ 24,668.40	\$ 26,000.00
Junior programme canteen (net)	\$ 200.00	\$ -	\$ -
Junior programme other	\$ 2,200.00	\$ 2,316.00	\$ 2,300.00
<b>Total junior programme</b>	<b>\$ 27,400.00</b>	<b>\$ 26,984.40</b>	<b>\$ 28,300.00</b>
<b>OTHER INCOME</b>			
Facility fees	\$ 4,500.00	\$ 4,533.86	\$ 4,000.00
Canteen/bar revenue	\$ 1,200.00	\$ 2,080.67	\$ 1,500.00
Miscellaneous revenue	\$ 400.00	\$ 723.80	\$ 500.00
<b>Total other income</b>	<b>\$ 6,100.00</b>	<b>\$ 7,338.33</b>	<b>\$ 6,000.00</b>
<b>TOTAL REVENUE</b>	<b>\$ 69,770.00</b>	<b>\$ 70,044.24</b>	<b>\$ 69,305.00</b>
<b>INCOME</b>			
Total revenue	\$ 69,770.00	\$ 70,044.24	\$ 69,305.00
Total expenses	\$ 67,770.00	\$ 66,466.99	\$ 64,500.00
<b>Net income</b>	<b>\$ 2,000.00</b>	<b>\$ 3,577.25</b>	<b>\$ 4,805.00</b>

Provisions for member loan repayment	\$ 3,000.00	\$ 1,000.00
Provisions for mortgage repayment	\$ 2,500.00	\$ 2,500.00

# GATINEAU RIVER YACHT CLUB, INCORPORATED

## CONSOLIDATED BY-LAWS (December 1996)

### ARTICLE 1 - NAME, LOCATION, OBJECTIVES (1995/01/25)

1. The name of this organization shall be "The Gatineau River Yacht Club, Incorporated" (the "Club").
2. The Club's premises are situated in Gleneagle in the district of Hull, County of Gatineau, Province of Quebec. The postal address is Box 293, Chelsea, Quebec, JOX 1N0.
3. The objectives of the Club are to assist and promote yachting, boating and other aquatic activities amongst its members and to develop and foster friendly recreational and social relationships amongst its members.

### ARTICLE 2 - CLUB COLOURS, INSIGNIA, PENNANT (1995/01/25)

1. The colours of the Club shall be white and navy blue.
2. The insignia of the Club shall be a fouled anchor design encircled by a ring executed in rope, knotted at the bottom and surrounded on the sides and top by the initials G.R.Y.C. and/or C.V.R.G.
3. The pennant of the Club shall be a white triangular flag with a navy blue border upon which is superimposed the Club insignia.

### ARTICLE 3 - MEMBERSHIP (1995/01/25)

1. Any person over the age of 14 may apply for membership in the Club.
2. In all matters relating to age and eligibility (e.g., Articles 3, 9, 11, 12), the effective date shall be 1 January of the current season.
3. Membership shall be limited to two hundred and fifty (250) persons aged 14 years or over.
4. The categories of Membership shall be:
  - (a) Charter and Honorary, to whom the privileges of membership are extended without obligation. (Charter and Honorary members, and spouse, are exempt from annual dues but do pay mooring fees etc.)
  - (b) Adult, one person, over the age of 19.

- (c) Family, may include one Adult Member, and
    - (i) one spouse or partner in the household;
    - (ii) children of one of the above, aged 18 and under; and
    - (iii) their children 19 or over (provided the parent signs a declaration that they are enrolled full-time in an educational institution).
  - (d) Intermediate, one person aged 14 to 18 inclusive, not part of a Family Membership.
  - (e) Retaining. An existing member, who will not be using the Club facilities for a season or more, for personal, economic or logistical reasons, may pay a reduced fee to prevent his membership from lapsing, and so resume active membership in a future season, space permitting, without being subject to repayment of initiation fees (see below).
5. Candidates for membership must:
- (a) submit a written application, seconded by two voting members, not of the same membership unit,
  - (b) undertake to contribute volunteer time to the functioning of the Club,
  - (c) pay an Initiation Fee and annual dues.
6. A member shall not be subject to further initiation fees provided he continuously maintains his membership, year after year.
7. Members whose membership has been allowed to lapse may re-apply as new members, subject to initiation fees. Such re-admission of recently-lapsed members ( i.e., two seasons or less) shall have priority over other new applicants.
8. Other applications will be prioritized in the following order:
- (i) Grown-up children of family memberships
  - (ii) Local residents with boats
  - (iii) Others with boats
  - (iv) Local residents without boats
  - (v) Others

Within these categories, date of receipt will affect their ranking by the Board of Directors.

#### **ARTICLE 4 - MEMBERSHIP DUES (1995/01/25)**

1. Each year the Board of Directors shall establish a schedule of fees and due dates for payment, normally 1 May. The Board of Directors will notify in writing any member whose dues are unpaid by the final warning date (normally 15 May). Ten days after mailing such final notice, the Board may deem unpaid memberships to have lapsed.

2. The Board of Directors may reduce the annual fees for a new member admitted after 1 August.
3. Membership shall expire:
  - (a) on written resignation filed with the Secretary;
  - (b) on failure to pay dues pursuant to the By-laws; or
  - (c) on expulsion, passed by a two-thirds majority vote of the Board of Directors, for misconduct or refusal to comply with the By-laws or Regulations of the Club. Reinstatement shall result from a two-thirds majority vote in the appellant's favour upon appeal to a General Meeting.

## **5 - OFFICERS AND THEIR ELECTION (1995/01/25)**

1. The officers of the Club, who shall be the Board of Directors, are:
  - (a) A Commodore who shall be the Chief Officer of the Club, preside at all General, Directors' and Management Committee meetings and have a casting ballot in the case of a tie vote at any such meeting. The Commodore shall ensure that the responsibilities of the offices of Secretary, Treasurer and Fleet Captain are carried on until any vacancies are filled.
  - (b) A Vice-Commodore who shall assist the Commodore and perform the duties of the Commodore in the absence of or at the request of the Commodore.
  - (c) A Rear-Commodore who shall assist the Commodore and Vice-Commodore and in their absence perform the duties of the Commodore.
  - (d) A Secretary who shall be responsible for:
    - (i) serving such notices as required for General and Director's meetings;
    - (ii) recording the proceedings of all such meetings;
    - (iii) maintaining a written roll of Club membership; and
    - (iv) custody of all Club reports, communications and documents except financial records.
  - (e) A Treasurer who shall be responsible for:
    - (i) receipt of all dues, fees or payments to the Club; disbursement of all payments made by the Club and custody of all Club assets;
    - (ii) certification prior to any commitment on behalf of the Club that the Club has the financial ability to meet such commitment when due;
    - (iii) maintenance of written accounts of all Club receipts, disbursements, assets and liabilities; and

2. Children under the age of 14, while not involved in sanctioned activities of the Club, must be accompanied on Club property by a member 14 years of age or older who is responsible for that child.
3. The Board of Directors shall not be held personally responsible or liable for acts of God, accidents, or vandalism. In cases of negligence by the Board, its liability shall be limited to that of its insurance coverage. Members of the Club shall be responsible for insuring their personal property left at the Club.

#### **ARTICLE 13 - DISSOLUTION (96/1/24)**

1. The Club cannot be dissolved or its real property disposed of without the consent of two-thirds of the voting members at a General Meeting.
2. In the event that the Club is dissolved any resulting net assets will be divided among members and former members according to Club Share entitlement, which is:
  - (a) One Club Share per membership for each year of membership up to a maximum of ten; and
  - (b) a membership's Club Share entitlement shall expire the fifth season after that membership expires.

#### **ARTICLE 14 - MAKING, REPEALING OR AMENDING BY-LAWS (96/1/24)**

1. Only a General Meeting may pass, repeal or amend By-laws. The Board of Directors may suspend a By-law until the next General Meeting.
2. By-laws consistent with the Letters Patent and the stated objectives of the Club may be passed at any General Meeting of the Club.