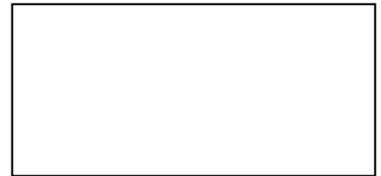


**BEAUTIFUL SUNSET
LABOUR DAY WEEKEND
AT BASKIN'S**

(Photos courtesy of Nancy Parsons)

Britannia Yacht Club
2777 Cassels Street
Ottawa, ON
K2B 6N6



FOREWORD

This issue of Full & By is devoted primarily to the publication of the 2019 Annual Report from each Director, except that of the Commodore.

The Commodore's Report will be delivered at the 2019 Annual General Meeting.

TABLE OF CONTENTS

	<u>Page</u>
Vice-Commodore's Report.....	2
Rear-Commodore's Report.....	6
Fleet Captain Report.....	7
Treasurer's Report.....	8
House & Grounds Report.....	9
Membership Report.....	10
Marketing & PR Report.....	12
Tennis Report.....	13
Social Report.....	14
Remembrance Day.....	14
Nominating Committee Report.....	15
Commodore.....	16
Projects.....	16
Policies.....	17
Tennis.....	19
Breakfast Club.....	20
Market Place.....	21

NOTICE OF 2019 ANNUAL GENERAL MEETING

Take notice that Annual General Meeting of the Britannia Yacht Club for the purpose of receiving the report of the Commodore; the audited financial statement; and the reports of the Auditors for the past fiscal year; the election of Officers and Directors for the ensuing year; the appointment of the Auditors for the year 2016, and any other Yacht Club business as may be properly brought before the meeting will be held in the Clubhouse on **Wednesday, December 13, 2019.**

SCHEDULE

1700 HRS -	BAR OPENS
1800 HRS.	BYCF MEETING
1900 HRS - <u>PROMPTLY</u> -	ANNUAL GENERAL MEETING

Dated at Ottawa this 15th day of September 2019
 Mr. Kevin Bundy
 Honorary Secretary

Britannia Yacht Club

2777 Cassels Street
 Ottawa, Ontario
 K2B 6N6
 Tel.: (613) 828-5167
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 Web Site: http://www.byc.ca
 Manager: Paul Moore
 Events Manager:
 Kimberly Stacey.,
 Accountant: Mark Walton
 Harbour Manager: Andrew Furey

◆◆◆◆
**2019 BOARD OF DIRECTORS
 FLAG OFFICERS**

Commodore Rob Braden
Vice Commodore Al Malo
Rear Commodore Guy Grimard
Fleet Captain Aaron Middleton

HONORARY MEMBERS

Honorary Secretary

Kevin Bundy

Honorary Treasurer

Randy Tivy

DIRECTORS

DirectDirector

(House & Grounds)

Alan Galley

Director (Membership)

Rory Harley

Director (Marketing & PR)

Trevor Clark

Director (Information

Technology)

Director (Youth)

Lisa Shishis

Director (Tennis)

Marion Xhigness

Director (Social)

Sue Levresque

Past Commodore

John Morrow

◆◆◆◆

Honorary Counsel

Doug Noble

Club Historian

Beverley Brown

◆◆◆◆

Full & By is the official newsletter of the Britannia Yacht Club, and will be published 6 times this year. **Full & By** - definition from **Cruising and Ocean Racing** by Martin, Irving and Others, Volume XV, 1934: "Sailing as close to the wind as possible with every sail full."

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Please submit articles in **unfor-**
matted electronic form in
 Microsoft Word to
joanyuile@gmail.com

Typed or **handwritten** articles should be submitted to the office. All articles must be received by the deadline.

Vice-Commodore's Annual Report

From – Al Malo (Harbourmaster)



My second year as Vice-Commodore was even busier than the first and the learning experience continued. As I stated in my 2018 report, working as a co-editor of the 125th Anniversary Book, helped me better appreciate the initiative and hard work of the members of the Club who undertook to build the Harbour and the infrastructure we all benefit from today. We owe them all a great debt of gratitude. As the Harbourmaster, the magnitude of the work they did over the years has really hit home.

Flood Defences.

After the record-breaking flooding of 1979 (60.2 meters), the Club members, undertook the building of the flood gate to protect the walls and infrastructure. This gate was tested in 2017 when the water level rose to 60.4 meters which was a 100-year record. For those who thought these flood levels couldn't happen again, 2019 showed us that we need to be prepared for anything when the flood waters rose to 60.7 meters – another record breaker.

We have inherited a great legacy, but we need to put in the effort to ensure it is actively maintained. The necessity and the benefits of those maintenance efforts was amply illustrated this spring when unprecedented flood levels again threatened the Club. As a result of the wall repairs undertaken in the fall of 2018 under the direction of the Projects Director Guy Grimard, the wall section in front of the Clubhouse was reinforced and repaired to a consistent height of 61 meters which allowed it to hold back the record breaking flood level of 2019. Talk about a timely investment! As a result, we were able to avoid potentially serious and costly damage to the Clubhouse and with washboards installed on top of this wall we were able to avoid a massive sandbagging effort in this area. The lesson here is that we need to take action to protect our assets and that such maintenance efforts have a great payback.



The Clubhouse Seawall with washboards

To deal with the flood threat, a Flood Management Committee was formed. It included Commodore, Rob Braden, General Manager, Paul Moore, Vice-Commodore, Al Malo, House & Grounds Director, Alan Galley, Projects Director, Guy Grimard, Fleet Captain, Aaron Middleton, Youth Director, Lisa Shishis, Past-Commodore, Kirk Robertson, and David Foy. This committee met daily to assess the situation and plan and approve the appropriate responses. Without this team effort our response would not have been as successful.

Thanks to the sandbagging efforts of the members at the Cassels Street wall area, serious damage to the Clubhouse was avoided. This required a heroic

effort on the part of the members and some members of the community. The city was also very responsive and provided many truckloads of sand in a very timely and efficient manner. The first day we filled sandbags, there were over 100 volunteers at work. It was hard and dirty work, but there was a great sense of purpose and community and lots of smiles and good humour all around. Over the next three days the work started to take a toll. It was very physically demanding and many of us are not as young as we used to be - even the younger members would have had plenty of sore muscles to complain about. Our first wall at Cassels Street failed in the rising water and waves. We were very fortunate that the winds and waves during the early stages of the flood were relatively moderate as this allowed the work to proceed and a second much more robust sandbag wall to be built (15 sandbags wide and deep). It was a close call, but we dodged a bullet.



Second Cassels Street wall - my aching back



Pumping in the Clubhouse – Andrew fishing



An exhausted David Foy still has a lot more to do



Wow that's a lot of sandbags

One of the lessons learned in 2017 was that it might be possible to pump water from the Clubhouse at a rate sufficient to keep the floor dry. This year, the General Manager proactively arranged the rental of electric pumps based on my estimates. These estimates were based on what we observed in 2017 when the water level rose half a meter less. Fortunately, Joey Kroeger arrived on scene with additional pumps that compensated for my estimation error. Pumping has to start when the water level reaches 60.15 meters and as the water rises, the rate of pumping has to be modulated to keep up with the increased flow. At the peak water level, we were pumping at an estimated rate of 500 gallons per minute using 6 pumps. The use of electric pumps ensured that there were no combustion fumes that gas pumps would have generated. This allowed us to keep the Clubhouse open but unfortunately, the jumble of electrical cords and discharge hoses, meant the Main Lounge had to be closed. Thanks to having two generators on standby and the efforts of members monitoring the pumps 24/7, we kept the lounge dry and avoided costly damage, but we still suffered a costly disruption of the food and beverage services.

Flood Defence Projects

As with the lessons learned after the 2017 flood, we responded to the 2019 flood with project proposals aimed at mitigating the risks we observed this spring. At a General Meeting held July 3, 2019 the members approved several projects needed to address these risks.

The Cassels Street Seawall project was modified to increase the height of the wall to the standard 61 meters of the other walls. The upper section will serve to hold back the water level at 61 meters and provide for the mounting of removable splashboard panels to deal with the wave action. The upper section will also act as a more secure railing replacing the old wooden railing which was easily damaged by the waves. This will be a much more reliable way to manage the flood waters and eliminate or reduce the need for sandbags as well as provide a more secure railing.

Based on our success keeping the water off the lounge floor, we also proposed and obtained approval for a Clubhouse De-watering project. This will involve a combination of gravity drainage into the harbour and pumping to remove the water that infiltrates through to shale and under the lounge floor slab. We believe this will allow operations of the Clubhouse to continue in the event of flood water exceeding 60.15 meters. The rehabilitation of Sherwood Point and the Western Shoreline remain high priorities and are actively being worked on.



Work on Cassells Street Seawall

The AMP

The projects discussed above are difficult and require large investments. The need to undertake these projects, underscores the need to realistically plan for these necessary investments so that funds will be available when required. A very important first step was taken when the Board commissioned the Asset Maintenance Plan 2016 (AMP) – you can find this document in the members section of the Club website. In this respect, we need to answer a few questions, 1) how do we ensure that the plan is adequately elaborated, 2) how do we ensure that the plan is adequately funded and 3) do we have an adequate reserve in our budgets to ensure we don't have to plunder the funds set aside for the AMP if we have bad operational results such as we experienced this year as a result of the flood. I will continue to work with the Projects Director and the Long Range Planning Committee to ensure the harbour elements of this plan get refined so that it can provide better guidance to our financial planning.

The Optis are coming

This year, the Club hosted the 2019 Opti Canadian Championships. There were approximately 140 competitors that had to be launched each day in a timely fashion. We were very successful and managed to launch the fleets in about 30 minutes each day thanks to a group of volunteers and Club staff led by Rod Miller. To make this possible, we built 4 docks and a ramp, repaired a whole section of wallboards and repaired concrete walls at the ramp cuts. This work was necessary in order to safely and effectively manage a fleet of this size, but these infrastructure renewal and improvement investments will have lasting benefits for the Club's Junior program for many years to come - a win/win.

Thanks are due to Leena Ray whose generous financial contribution helped to finance the docks. Thanks also to Guy Grimard who built the docks and ramps, and to our Harbour staff who worked so hard to assist with the building and installation of the docks and ramps, the repairs of the wall boards and site preparation.



Harbour staff pose after installing big ramp



Installing new wall boards



Guy repairing concrete



All that hard work paid off

Docks and Moorings

From the inception of the harbour, the med mooring system was the norm. Over the years, older members or those with mobility issues started to need docks and homebuilt solutions of various types were implemented but the Club did not have a formal dock program. Private docks posed a problem especially with maintenance, installation and mooring - nothing was standardized and maintenance got passed on to the Club. In 2008, the Club recognizing the need to meet the increasing need and desire of members for the convenience and safety of dock moorings, established a formal dock program.

Private docks, unless grandfathered, are no longer allowed in the harbour. All docks are the property of the Club and are maintained by the Club and the docks conform to a standard whose maintenance and operational characteristics can be planned for.

When the Club's formal dock program was established, the approach to implementing this program did not have universal support. Many members felt that the med mooring system was fine and didn't want to incur the extra cost of docks. The solution was to finance the Club's dock purchases by implementation of a user fee. Under the current program, a dock subscriber pre-pays 17 years of dock usage fees and this money is used by the Club to finance the purchase of new docks and maintain the current fleet of docks. Members who retire from boating or otherwise withdraw from the program get the unused portion of their dock usage fees refunded. In this way, no one was forced to participate in the program, but the Club was able to meet the demand for a quality docking solution for the members who wanted it. In the intervening years, the demand for docks has increased and more members have opted to become subscribers.

This year saw 18 new dock subscriptions which were serviced by re-subscription of 4 dock moorings and the addition of 14 new dock moorings. In addition, a new service dock was installed at the Blue Crane to replace the old broken and unstable dock previously used – this will be a big help in facilitating this year's haul out.



New docks being assembled



New docks being installed

Next year there will be a new 4-finger pod of docks along the south wall from the marine railway west. The fixed marine railway dock will be dismantled this fall as the supports have deteriorated and service to the users of the marine railway ramp will be provided on a wide finger on the end of the new dock pod. The Club will investigate the establishment of a dock program suitable for the inner basin over the winter as many members moored there have expressed the desire to have a dock mooring.

Thanks for all your support throughout this past year. It's been a pleasure for me to serve as your Vice-Commodore and Harbourmaster.



Rear-Commodore's Annual Report



East Wall

Obviously the hallmark of the year for projects is the completion of the East Wall.

It has dramatically changed the exposed public face of the Club. It is the culmination of several years of planning, preparation and construction. This was not a solo effort. It could not have happened without the teams/committees that came together to see this through.

The Construction side team consisted of Paul Telfer, Chris Jalkotzy, Kaitlin Riordan, Kevin Bundy, Janet Bayley, Paul Moore and myself.

The Decorating committee consisted of Kaitlin Riordan, Susan Fried, Patrica Scrim, Janet Bailey, Janet Ferguson, Kevin Bundy, Paul Moore and myself.

The work was done by Joey Kroeger and his company.

And of course there was a host of input from our general membership.

Electrical

The second big project this year is the planning for the electrical. As explained in past F&B editions this is a fairly major project. It is not about replacing a few missing bulbs in the harbour, but an evaluation of the electrical requirements of the entire property. It includes the harbour lights, the power requirements for boats at their moorings, the parking lot and tennis court lights and the lighting in the clubhouse. The intent is to a) determine if the project is big enough to qualify for a provincial grant for reducing our electrical demand; and b) break the project into manageable chunks that we can begin on over the next few years.

Certainly, the electrical upgrade, in its many facets, is on the Asset Management Plan and we have allotted funds for it.

Two other projects are slated for completion this year, both are being managed by John Wright through the harbour portfolio. The Dam and Lower Walkway at the east end of the Inner Harbour and the Dinghy and Emergency Launch Ramp on Sherwood Point.

The latter is the subject of the upcoming General Meeting, and both are dependent, to different extents, on having low enough water to allow the work to be completed.

Strategic Goals

The last big project I have been involved in is to try and define some strategic goals for BYC. The Dinghy report is now almost 15 years old. We have actually made a serious dent in the goals outlined in the report. The launch ramp on Sherwood Point being yet another goal defined as a key to the continued and future success of our club in that report

We have Strategic Priorities, as laid out while Phil Moorman was Commodore, that helped us keep our focus on the goals for the club. Now it is time to start looking toward the longer-term future of BYC. Get the next set of goals identified so that future Boards will keep moving in a focused direction. Stay tuned, this will involve town hall meetings and surveys of the members so that, like the recent big projects in the harbour and clubhouse, they truly reflect the wishes of the members of BYC.



Fleet Captain's Annual Report

From – Aaron Middleton



Well another season went too fast! We had a little bit of everything this season, big wind, little wind, some good warm days and some cool nights! By no means was the Fall late. I hope everyone had a chance to play and enjoy our expanded on the water programs, even though our season was a record late start! We made a few tweaks and changes this year and I look forward to hearing new ideas for next year. Some have already approached me with ideas and I really appreciate that.

Let's have a look at this year's **Fleet Captain's Annual Report:**

2018 Interclub Awards (Winter Social) Dinner was hosted by NSC this year and it was a lot of fun! BYC will be hosting the 2019 awards and I hope many of you will come out and help us celebrate on January 16.

Women-in-Wind was not planned for this year but look out for it in early 2020 with some fabulous presentations.

The Gates came out even later again this year due to the record high water levels. The Sailing Committee will look at this emerging trend and find ways of rescheduling or shifting those races that tend to get missed e.g. Shorey Race and Spring 50. We did a much better job at planning and reacting in 2019 than in 2017; our new wall system really helped, but we have more improvements coming. Even as I write this, further "fortifications" are being made on clubhouse/Cassels St. walls. This won't change our ability to launch earlier, but hopefully will make the clubhouse more secure and less distracting to prepping for a late launch when the gates come out and a more accessible club infrastructure during the spring.

Weeknight Racing saw some good attendance. The ~~spring~~ summer started a little slow and we didn't see momentum grow into the fall like previous years on many fleets. The continuation of the Viper and J80 fleets on one design night was successful and those fleets continue to grow. We are looking on how to promote and support more BYC boats in racing. It is an interesting observation that, overall, we are seeing a decline of participation from BYC over the last 10 years. We will be looking at the empirical data and getting club member input over the winter of 2020 to see what, if anything, can be done to keep interest and participation up, if not growing.

The RUST Cup Series that was added last year continued with great success (an all season-long, afternoon self-run race). This self-run fleet had over 25 registrants with an average of 11 boats a race! It will be back next year with some tweaks. A thanks to all those that volunteered in organizing and running!

Weekend Interclub Racing with two additional Queen's Park races (making it the Queen's Park Series) continue with great success and we are seeing huge participation across all 3 races. The series will continue next year with a review if 8 races in total are too much for the ILD races.

Interclub Womens Up-River Race We also saw the second annual held this year with good attendance, although not as high as the previous year. We are looking to see if a date change to September can help with that.

The Canadian Optimist Championship was held at BYC this year. With 141 boats registering from four countries (including Bermuda, Antigua and China), the event was a smashing success and has once again shown that BYC is a great place to hold a regatta. Our organization is second to none. Congratulations to the organizers, volunteers and staff that contributed to this success!

2018 Club Championship was not held this year due to lack of registrations (informal) and there was no option for reschedule. We're looking on how to help ensure this doesn't happen again next year, hopefully with an earlier scheduling and coordination.

2019 Bob Yuile Memorial National Captial Regatta was held in mid-July, with 71 boats participating across 6 fleets! Beating the previous turn out by one boat! Again, a big thanks to the regatta Chair, volunteers, Race Committee, and our staff for another great weekend!

100 Mile Race, Quyon Race and Mohr Island Race were again not well attended this year. The Sailing Committee will have a hard look at how to make these events more attractive next year and possibly more

exclusive. Those that attended Quyon had a great time (one boat) and Mohr only saw 2 boats. The 100 Miler races was a tough one with 4 boats starting, lots of cold rain in the middle of the night and pretty constant breeze, but the 1st and 2nd place boats finished only 71 seconds apart boat-for-boat in just under 24 hours. The 3rd and 4th place boats also finished within minutes, making this an extremely tight and entertaining race for all!

Cruise Week was another booming success with over 23 boats participating. See the article in this issue! A special thanks to Catherine and Phil for their years of dedication organizing Cruise Week and representing cruisers and the Club on the Sailing Committee.

The BYC fun Canada Day Cup & Saucer and Jefferson Pursuit Race, Stan Carson Memorial Regatta and the Baskins Odd Couple Race didn't have the best attendance this year again. Over the next year we will find a way of boosting that attendance of these fun events or changing them up. We are always looking for volunteers and support, including new or old ideas to help drive them.

C&C 27 Ontario Championship Regatta had a LOTS of wind this year and was well attended by 5 boats, over 4 races. Apparently, we didn't need our back-up plan this year with over 25knts of wind and many broaches at points throughout all the races! It was a challenging day for all and very close competition by great group of competitive racers!

Olympic Circle Rejuvenation was re-started this year with all of last year's 4 buoy replacements (A, D, C & F) failing in one way or another and S mark sinking. Every club on the lake contributed to a late season re-replacement with BYC replacing A and S. We have taken a step back and looked at a new approach to placing the marks out each spring and retrieving them in the fall with a simpler anchor system. Many thanks to the club staff and our volunteers for continuing to drive this project forward.

Digital Crew Bank was up in beta for a few weeks this year, but a security vulnerability and the lack of an IT Director to support a solution, work didn't allow us to move it into production. We will target (again) it to be completed for the beginning next year.

2019 Club Race Officer and new Race Officer Liaison (and Fleet Captain) worked hard to bring fair and competitive races this year. We had some hiccups in the earlier season, but after some adjustments we saw only a few concerns raised in the fall, much less than previous year. Thanks to our Race Committee and Race Officer Liaison for working hard at us having fun this year. Your efforts are appreciated, and I look forward to taking lessons learned from this year and making 2020 a great racing season!

You have asked me, and I accepted the honour of staying another season as Fleet Captain. I can't wait until next year to see what we can do even better. Thanks again to the Sailing Committee for all of their hard work and commitment. You all did a tremendous job. I will be counting on all of you for your support in 2020!

As Fleet Captain, I am here to represent the entire fleet (you) and I am happy to hear new ideas and answer questions to help you and others to make the most of and enjoy your on-the-water season! If I don't see you around the Club before, I look forward to seeing you at the 2019 Presentation Dinner (aka awards dinner) on November 9!

Honorary Treasurer's Annual Report

from – Randy Tivy



It's time for an update from the Finance deck!

Although our fiscal year end is October 31 the months of September and October generally follow our budget and therefore, we are in a good position to estimate our financial results. It's no secret that the freezing rain in the winter and the spring flood have negatively affected our financial results this year. Our best guess is a loss of about \$56,000 caused by a combination of reduced revenue and unexpected flood expenses. Thank you to the members who made a voluntary donation to the club to help with cash flow and flood expenses. We raised over \$36,000. More details and full report at the AGM.

As you might expect the Finance Committee has been busy this year dealing with the financial impact of the flood. We have been meeting a minimum of once a month working with management on cash flow projections and understanding the future flood prevention needs of the Club and related costs. Somewhere in between we

managed to formalize the terms of reference for our Committee which we will post in the members area of the Website.

On a positive side we expect our gross revenue this year to be about \$1.9 million dollars. Our harbour is full and the clubhouse is very busy. Management has done a great job managing our expenses. However, as I noted last year our success is presenting new challenges as the Board and management want to continue to provide great service and experiences.

At the time of writing we have scheduled a special meeting of the Finance Committee to look at our future operational and capital needs and provide options for the Board to consider. We hope to report to the Board and members this fall

If you have any suggestions on creating new revenue or any questions, please feel free to contact me.



House & Grounds Director's Annual Report

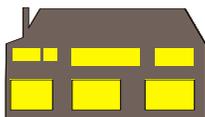
from – Alan Galley



The 2019 year for BYC House and Grounds had its highlights, but not as many as planned due to the expense in both time and money of the 2019 spring flood. Because of a combination of flood-related expenses and loss of food and beverage revenue due to the lounge closure some H&G expenditures had to be postponed until the 2020 fiscal year. This included installation of the new roof air exchange unit above the kitchen, installation of an upstairs accessible washroom, continued replacement of fogged windows and the carpet for the stairs and east section of the upstairs hall.

What did get accomplished included:

- Cleaning up the attic, which was a gargantuan job that needed help from the Social Director and the kitchen and accounting office to weed out tired old party “stuff”, ancient kitchen equipment and enough stored paperwork to sink a good sized keel boat!
- The Sunset Room walls received some damage repair and a few good coats of new paint (but no new flooring yet. Another victim of the spring flood).
- There was a great effort by the H&G garden squad this year, who renovated the main garden area along the path from the parking lot to the clubhouse, a great Hosta garden, and numerous potted plants at the end of Cassel Street and at the clubhouse front entrance. This great group of Committee members also began resurrecting sections of old garden at various locations along the north end of the harbour.
- And last, but not least, the playground renovations were completed, with installation of a durable play structure and swing set on a thick pad of modified wood chips, a retired Opti as a sand box, and re-installation of the indomitable Duck.
- With the completion of major projects to raise the height of the outer harbour wall and installation of a gravity drainage system along the north side of the clubhouse we hope to avoid the need for another spring of extensive sandbagging and related expenses, which should allow us to get back on schedule with regard to House and Grounds upgrades.



Membership Director's Annual Report

from – Rory Harley



Dear Fellow Britanniains

I was recently asked how many members BYC actually had. A straightforward question, but for this year at least, is surprisingly difficult to answer. Let's start by showing the number of members we have with each category and discuss the role they play;

Voting Memberships:

<u>Category</u>	<u>Numbers of Members</u>
Honorary life	13
Single Senior 65	28
Couple Senior 65	56
Full Single	89
Full Couple	332
Single Intermediate	22
Couple Intermediate	10

Honorary Life: This category is our highest achievement award, a free lifetime membership given to those few members who have contributed greatly to our Club. We presently stand at 13 members with the recent passing of Jeannie Fuller and Admiral Bill Christie.,

Senior 65: These categories are reserved for our senior members with 20 years of continuous voting membership in the Club. This category has a number of issues, which will likely be discussed at the Town Hall.

Full Members: These categories are for our members between 36 and 65, and are the Club's prime revenue generator, as they provide, what a yacht club is all about, providing, 'boat associated privileges' for either dry or wet moorings.

Intermediates: These categories are the 18 to 35 cohort. The numbers in this category should be a lot higher and our lack of members under 40 is a great succession risk to our Club. If you are a boat owner, you should be very concerned. There are simply not enough new members in the pipeline to buy the Full Members boats when it becomes time to sell.

Thus, the Intermediate categories should be considered as dysfunctional. However, there may be some light ahead. The '2 can join for the price of 1' membership seems to be working, as we only had 11 Singles and 2 Couples in this category last year.

Senior Emeritus: is for those voting members that have won God's lottery and made it to 85 and more. However, it is not working quite as hoped, as the Club has been unsuccessful in bringing back past members who seem to have just faded away from us. This will require effort to make sure our most senior members just don't disappear silently from our ranks.

Non Voting - Social Memberships:

BYC, over the last 10 years or so, went in a different direction than all other Canadian senior yacht clubs. Instead of raising the fees of our core members, we offered a range of cheap social memberships; the Summer Social, Summer Social Extended, and the Senior Social 65 categories.

The chart below provides a view of our Social members that pay the full social fees and shows the magnitude of these now cancelled categories. The low cost social memberships were composed of our downgrading members and new members willing to pay a couple of hundred bucks for access to our food and sunsets.

Category – Full year	Number of Members	Category -Summer	Number of Members
Single Social	62	Summer Single Social	77
Social Couple	92	Summer Couple Social	36
Single Senior Social 65	43	Summer Ext Single	26
Couple Senior Social Couple	30	Summer Ext Couple	38
Total	429		177

BYC still suffers from the leftover effects of these cheap categories. They introduced and enforced a mindset that one could enjoy BYC for a low cost and flip easily between the social and voting memberships without penalty.

Non- Voting Special Purpose Memberships

BYC also has a number of special purpose non-voting memberships as shown below .

Category	Number of Members
Crewing	16
Single Introductory	31(16 New)
Couple Introductory	66 (45 New)
Non-Resident	17

Crewing: We reintroduced this category to serve our boat owners, at their request. We expected this category to have higher than 16 members, but are not sure why. Perhaps this is caused by the decline in racing interest. I leave it to others to determine the fate of this category.

Introductory: While the numbers of 31 and 66 look pretty good, this category serves as a repository for the second and last year reprieve for our 'summer socials'. The number of these members that will be returning next year when they have to purchase year-long memberships is unknown.

Not all clubs have an introductory membership. After all if someone wanders into the Club and thinks they want to join for a couple of hundred dollars, is it really going to make a difference whether they are going to stay? A low-cost introductory membership just delays the inevitable question that each of us goes through every year when we receive our invoices. Does BYC give me value for my money?

SUMMARY:

Now to come back to the question as to how many members we have. Well, it depends on how you count them. We have a total of 920 members that pay fees, which is made up of 561 voting members, 154 full year Socials, and 188 low fee socials, that may or may not stick around. Suffice it to say we can probably count on some 815 members that have decided to make BYC part of their lives.

Any annual report is really a snapshot in time, and this one reflects the membership as it stood last August 21. BYC's transition away from the cheap memberships and a return to the categories and fee levels applied by the other Canadian senior yacht clubs is under discussion and subject to Board approval, will be presented at the Town hall and Annual General Meeting.

No Membership Director is an island, and I wish to thank my Committee and in particular Tom Swindells and Larry Bradley for their close cooperation and support in steering BYC back to a membership structure followed by other Canadian senior yacht clubs.



Marketing & PR Director's Annual Report

from – Trevor Clark



As my first year on the Board of Directors, I have very much enjoyed the role and feel privileged to help out alongside an entire table of tremendous people. I can't speak for previous years, but the passion this Board has for our club is unmatched.

The Marketing Committee has tried to look at the big picture this season and focus on continuing what has worked in the past, as well as finding new ways to broaden our exposure moving forward. While social clubs of all different types around the world face decreasing interest, it's up to us to find exciting ways to present our value and accurately portray what a great BYC is – and what it means to so many of us.

This year we introduced a Bring-a-Friend night, bringing in lots of new faces and potential new members to enjoy amazing live music and food and meet new people. During these two evenings, it was great to see how welcoming the membership was to a bunch of "strangers," also known as: future members. 2019 has also been the start of our Sunset Yoga series. Not only has the yoga program been an added value to our members, but is another opportunity for the public to get a small taste of what we have to offer. We thank Sarah for her dedication and passion for yoga and sharing that with all of us. The classes have been very well attended, and the glass of wine that comes with the class has provided a further opportunity for people to get to know one another.

As times change, the way we reach people does too, and for that reason we have put our focus into online advertisement heavily weighted by social media. Moving into 2020 we will be trying to grow our online presence and do our best to give people an insight into what goes on around our club and makes it so unique. You may have seen photographers out at some of our events recently who are helping us capture some of these moments. We've also had the grounds and clubhouse scanned in 3D to provide a virtual tour that will be accessible through google street view - increasing our exposure.

The Committee will continue to work towards presenting our brand in an inclusive way that attracts like minded people from all sorts of different demographics. I want to thank the Committee for all their hard work and desire to help out. If you're reading this and have any ideas or suggestions for the Committee, please feel free to say hello in person or send me an email at marketingandpr@byc.ca



Tennis Director's Annual Report

from – Marion Xhigness



“Not our typical beginning of the season this year! With everything postponed a week or two due to the abundance of rain and sandbags.” Sound familiar? That was how the 2017 Report began. In 2019 the season began again with sandbagging, but we didn't get to playing until weeks later - kind of setting the whole season off, don't you think!!

As the end of our BYC fiscal year approaches as well as this pickleball and tennis playing season, first, I'd like to take the opportunity to formally thank the immeasurable contribution of Sandra Nash Braden to the tennis programming and general maintenance of the tennis portfolio at BYC. I could not have fulfilled my role as Tennis Director without her constant commitment to the BYC Club at large, and Tennis in particular. Thank you also to the various court committee representatives in their efforts of sustaining valuable tennis programming as well as growing pickleball activities here at the BYC. Thanks to Jack and Rudy for their coaching and work in this regard. Having diversity of activities makes us a stronger club.

Junior Tennis had a great Spring start with lessons followed by Friday BBQ where we had several parent volunteers cooking up burgers and dogs and enjoying the buzz on the pathway. Thanks to James Mead for his efforts to make that a successful program!

Thanks to Claire Miller for all her time and expertise donated as we swung tennis information into a new era online and synchronised with the new BYC website formats especially useful as we are transitioning from one IT Director to the next.

I have been working with the Tennis Committee to address court surface maintenance and accessibility based on our Trillium Grant specifications this year. Early in the Spring we started meeting with contractors and went forward with the plan to repair and maintain our courts using the Armor Tennis Court Resurfacing system option to address the cracks on our courts. The Armor system should offer us a longer guarantee to the repairs that are done than the product previously used. Members of the Committee spent time going to many courts around town and discussing maintenance plans and various aspects of tennis life. Of interest were lighting, maintenance and booking systems for their clubs. There are now three courts almost ready for tournament action as we had committed to working on at the last AGM for the second step to the cyclic renewal of these club assets. As such, we have made some strides to protect the court assets of our club. This was done as the second part of cyclic renewal for the tennis courts. Some lights have been turned and updated with LED bulbs to address the lighting needs on the courts. We are looking good as we finish off our Club Championships of the 2019 season!

I truly believe as a boat owner, club member and Tennis Director that we need to maintain the tennis/pickleball courts in order that they remain an asset that draws members and adds value to current membership here at the BYC.

In closing, I want to say it has been a privilege to serve the BYC members on the Board of Directors for the past 3 terms. There has been success in growing our court programming, Court Asset maintenance and I believe in our relationship at the table to respect all kinds of members at BYC.

Social Director's Annual Report

from – Sue Levesque



This year has proven to be quite successful concerning social events as they were **all** sold out. Again this year, I was fortunate to have a great team to work with and would like to acknowledge the efforts of the following individuals Susan Peacock-Hacking for organizing the Robbie Burns night, Garry Logue for organizing the Golf Tournament, and David Black for helping me organize St. Paddy's Day. A very special thanks to Guy Painchaud for his great work around movie nights and to Brenda Jamieson for bringing bridge back to BYC on Tuesday afternoons. Other Committee members that I would like to thank are Sandy Braden, Karen and Dan Cormier, John Dawson, Catherine Ennis, Mike Fahmy and Peter Pigott. The success of the events held so far would not have been achieved without Paul Moore our General Manager and Kimberly Stacey our Events Manager.

We were fortunate to bring in some new musicians for the Friday night entertainment that had never played at the Club before and were amazed by the beauty of our surroundings. It goes without saying that they expressed an interest in coming back next year. I received many positive comments about the entertainment this summer and would like to thank all the members who came out to enjoy it.

The Rockfiles will be entertaining us on Hallowe'en and the Gnarleys will be back again on New Year's Eve.

Finally, I just want to add that I am handing over the reins of Social Director this coming year and want to thank everyone for your support over the last couple of years. I will still be around to help out our new much younger Director.



Remembrance Day at BYC

Monday, November 11 at 10:40am

**The BYC is grateful for the participation of
the band of the Royal Canadian Sea Cadet
Corps**

HMCS Centurion

The Guest Speaker is

**Major Justin Schmidt-Clever, BA Hon, MA,
CStJ,**

CD, CPE, PAdm, PLog

**His presentation will be on his deployment to
Haiti**

with the United Nations in 2009

REPORT OF THE BYC NOMINATING COMMITTEE

At the request of the Commodore and in accordance with Club By-Law 9.3.1, as Chair of the Nominating Committee, I present to the Members the proposed slate of Officers and Directors for The Britannia Yacht Club for the year 2020.

Nominating Committee Members: David Burke - Chair
Jane Agnew
Henry Chan
Joe Courtney
Bob Sunday

The Nominating Committee offers the following slate, together with their suggested portfolios, for the consideration of the Membership. We wish to thank all those listed for agreeing to serve, and for showing dedication to their Club and its membership.

COMMODORE	Lisa Shishis
VICE COMMODORE (Harbourmaster)	Al Malo
REAR COMMODORE (Projects)	Guy Grimard
FLEET CAPTAIN (Determined by Sailors)	Aaron Middleton
HONORARY SECRETARY	Sue Levesque
HONORARY TREASURER	Randy Tivy
DIRECTOR (House and Grounds)	Alan Galley
DIRECTOR (Membership)	Rory Harley
DIRECTOR (IT)	Randy Irwin
DIRECTOR (Marketing and Public Relations)	Trevor Clark
DIRECTOR (Tennis) (Determined by Tennis players)	David Hayes
DIRECTOR (Youth)	Imbaw Storer
DIRECTOR (Social)	Sam Fuller
Rob Braden assumes the position of Immediate Past Commodore	

Yours sincerely,

David Burke
Chair, Nominating Committee
Friday, September 15, 2019/



From the Bridge

by - Rob Braden,
Commodore



Spring was slow to come. Summer arrived suddenly, seemingly it went from too cold to too hot overnight! So, why should we expect any different with Fall this year. It seems like the switch was thrown in the last week in August, and now we have that dark blue sky with bright sunlight that is the harbinger of cool fall weather to come.

So, is it any wonder that I start off this Full & By with talk of reserving your spot in the harbour for next year? Of late we have been confirming with Mark in the office by March that we are putting our boats in again this year. But with a full harbour this creates problems for managing the harbour.

The office has received several requests from big boat owners looking for spots for next year. If we wait until March of next year the potential new boats will have found spots somewhere else. So, it would help a lot if, when renewing your memberships this year, members indicated that they 'are' or 'are not' intending to launch their boats next year. Since we are all supposed to respond to our membership invoices by the end of December (at the latest) then that will give

management the info they need for securing spots for new boats.

I spoke of the Mentor Program in the last issue and we have made progress thanks to support from some members who formed the new Mentor Committee. We will be sending out an email blast before the end of the month looking for people to be mentors to new members. Look for details in the email blast. The purpose of this initiative is to help new members acclimatize to Britannia Yacht Club life and hopefully increase the conversion rate of introductory members into full members.

Similarly, I have met with a new Security Committee that I will be spearheading over the next 2 years as Past Commodore. The initial meeting was good, we looked at current issues and discussed some more immediate actions and projects as we work towards an overall ideal plan to increase security at BYC. The aim will be to break the plan into chunks that we can afford to do over the next few years until we have the appropriate barriers, monitoring and reporting systems in place.

The last thing I wish to discuss this issue is resources. BYC has gone from an \$800K operation to a \$2M operation in 15 years using the same resources and we have just about reached the limit we can achieve with those resources. With a growth in membership and boats, and an explosion in growth of our food & beverage sales, including inside and outside events, we have created a lot more administrative work for Mark Walton and Kim Stacey, doubled the work load in the Harbour for Andrew Fury, and put pressure on the all Food and Beverage staff (front and back of the house) that can't be maintained if we don't start to include additional resources. Paul Moore has secured very good people in all areas, the harbour, the kitchen, and the front office. Putting blinders on will not make the workload go away and if we want to keep the good people we have, then we need to help them to do the work they need to do.

So, as we work on a very difficult budget for next year, the Finance Committee and myself are recommending including funds that support additional resources. Where they fit into the management plan and for what partial or whole parts of the year has yet to be ironed out as we are trying to keep expenses down, but they are part of the plan that will keep BYC growing and being the premier sailing club in the region.



PROJECTS

by – Guy Grimard
Rear Commodore



In looking back on this beautiful summer, I can say that much has been improved at BYC. I am grateful to Al Malo, our able Harbourmaster, who acted as *maitre d'œuvre* in this process of renewal.

After the extraordinary flooding in the spring subsided, we were left with a lot of thinking and re-planning to do. The now successfully completed Canadian Optimist Championships demanded some immediate and much needed changes to the Junior Club harbour area. The construction of the new floating docks proved our ability (as a club dedicated to fostering a healthy sailing community) to adapt.

One dock of 30 feet, two of 24 feet, one ramp 8 x 14 and a steel-framed ramp of 32 feet were added to our assets. In my absence, moving the two barges completely changed the appearance of the harbour. This allowed us to install one existing dock in a better way for a more useful purpose. On top of this, we repaired many of the broken corners of the

concrete access ramp to the dinghy storage area. Al's crew did a wonderful job of refurbishing the walling boards on the Junior Club side of the harbour entrance.

And, my, what a beautiful sight it was to see the efficient race launches and returns!

A small but useful feature was the addition of a mobility ramp leading from the parking lot to the sidewalk next to the tennis courts. This helps anyone with mobility issues (and there are more of us every day) to access our facilities.

Another great improvement was the corrective concrete work done on the outside entrance to the men's washroom. Building a form to accommodate liquid concrete was challenging and pouring it proved even more difficult. One would not believe that thirty bags of sand mix went into this!!!

Again (and again), I want to thank all of the volunteers that make this club such a beautiful garden in the city.



Updated/New Policies:



From - Kevin Bundy

Honorary Secretary

Other than taking meeting minutes and trying to keep the Board of Directors on an even keel, I've been working with the Governance Advisory Com-

mittee and the Board of Directors to draft and update a number of our written policies. Some of these, like the Harassment Policy and the Inclusion Policy, are required by the Ontario Government under the Human Rights Code; others provide an interpretation of our own By Law No.1 and regulations, and others are just good business practice. Policies are reviewed by our Honorary Counsel, approved by the Board of Directors and posted for members and staff. They are guiding documents for the Club and can be changed as regulations; the Club and the environment evolve. The documents are found under the Members tab on the main page of our website. All members and staff are encouraged to read them, ask questions or suggest changes.

Following is a brief overview of the latest three.

Harassment

In my view, our most important policy is that on Harassment. Our current Harassment Policy dates back to 1999 and has been formally modified a few times since then, the last time about 2013. Our present review found it extensive, comprehensive and needing very few changes, mostly formatting.

In short, the Harassment policy outlines legal responsibilities on BYC as a club and as an employer, on members and on staff. It points out that harassment can take many forms but generally involves conduct, comment or display which is insulting, intimidating, humiliating, hurtful, demeaning, belittling, malicious, degrading or otherwise causes offense, discomfort, personal humiliation or embarrassment to a person or group of persons. Harassment may include:

- written or verbal abuse or threats
- racial or ethnic slurs
- unwelcome remarks, jokes, innuendo, or taunting about a person's body, attire, age, marital status, ethnic or racial origin and religion
- sexual, racial, ethnic or religious graffiti
- practical jokes which cause awkwardness or embarrassment,

endanger a person's safety, or negatively affect performance

- unwelcome sexual remarks, invitations or requests whether indirect or explicit, or intimidation
- leering or other obscene or offensive gestures
- condescension, paternalism, or patronizing behaviour which undermines self-respect or adversely affects performance or working conditions
- physical conduct such as touching, kissing, patting and pinching
- physical assault

Without in any way limiting the foregoing, this includes harassment on the basis of race, ancestry, place or origin, colour, ethnic origin, citizenship, religion, sex, sexual orientation, gender identity and expression, disability, age, marital/family status, or an offense for which a pardon has been granted.

The policy goes in detail outlining the steps needed to achieve a harassment free club and work environment and the handling of complaints. The BYC Board and Management take harassment seriously and there is a staged approach to handle complaints with the goal that many issues can be addressed by just requiring the involved parties to understand what constitutes harassment. But ultimately repeated instances could result in suspension of membership or termination as an employee. We never want that to happen, so you are strongly recommended to review it.

Inclusion

A new policy is one on Inclusion. Similar to the Harassment Policy, it is required by Ontario's Human Rights Code. This document presents Britannia Yacht Club's commitment to ensure an environment which supports inclusion for all members and guests that are interested in participating and pursuing excellence in sailing, tennis, other sports and social activities in our community. The Britannia Yacht Club promotes equity, diversity and inclusion; intentionally ensuring equal and fair opportunities for all members, guests and staff within all aspects of our activities, including pro-grams, training, and

com-competition as well as leadership positions.

In doing this, the Britannia Yacht Club prohibits actions that discriminate against people based on the following grounds in the Ontario Human Rights Code:

- Age
- Creed (religion)
- Sex (including pregnancy and breast-feeding)
- Sexual orientation
- Gender identity
- Gender expression
- Family status (such as being in a parent-child relationship)
- Marital status (including married, single, widowed, divorced, separated or living in a conjugal relationship outside of marriage, whether in a same-sex or opposite-sex relationship)
- Disability (including mental, physical, developmental or learning disabilities)
- Race
- Ancestry
- Place of origin
- Ethnic origin
- Citizenship
- Colour
- Record of offences (criminal conviction for a provincial offence, or for an offence for which a pardon has been received)
- Association or relationship with a person identified by one of the above grounds
- Perception that one of the above grounds applies.

To promote and support inclusivity in daily operations the Britannia Yacht Club will strive to:

- Make sure the mix of staff and volunteer leaders on the Board and committees reflect the

diversity of the larger BYC community.

- Undertake strong and clear initiatives to encourage participation at all levels of the sport for populations traditionally underrepresented.
- Play a positive role in raising the awareness and understanding of equity amongst our membership through ongoing education opportunities.
- Work towards ensuring all organization documents include gender neutral language.
- Make sure that inclusivity is implemented when developing, updating or delivering BYC programs, policies and materials.
- Encourage all member clubs and affiliated agencies to ensure equal opportunities for all.

More information is of course provided in the Policy.

Privacy

Previously, BYC had a Privacy Policy that was adopted from the one the Britannia Yacht Club Foundation (BYCF) uses. A close review of the document found that it had a number of actions and procedures that applied to BYCF but were not particularly applicable to BYC. So, using the BYCF document and a template from Ontario Sailing as a start, another version was drafted.

The new policy states that the Britannia Yacht Club is committed to protecting privacy and confidentiality of personal information. Collecting, using and disclosing personal information in an appropriate, responsible, and ethical manner is a requirement of BYC's daily operations. The Britannia Yacht Club has developed this policy describing the methods implemented to protect information provided to us. In brief, the Policy defines what is considered personal information, your consent to use it, and what BYC considers the appropriate use of that information.

The Britannia Yacht Club uses the personal information solely for the purpose of conducting business (e.g. member roster, account management, communications, etc.). This includes the circumstances and conditions of using personal

information, the Member Roster, access and use of the Members Area on the website, the information that BYC collects from the use of our website, and the limitations of photographs taken on site.

BYC assumes full accountability for personal information within its possession. Members and staff are entitled to know how BYC uses that information and BYC will limit the use of that information to only the purposes stated in the document.

The Britannia Yacht Club vows to protect personal information with the appropriate security measures, physical safeguards, and electronic precautions. BYC maintains personal information through a combination of paper and electronic files. Where required by law or disaster recovery/business continuity policies, older records may be stored in a secure, offsite location.

- Access to personal information will be authorized only for the employees and Board approved volunteers and/or agents of the Britannia Yacht Club who require the information to perform their job duties, and to those otherwise authorized by law.
- The Britannia Yacht Club's computer and network systems are secured by passwords. Only authorized individuals may access secure systems and databases.
- Active files are kept in locked filing cabinets.
- While no security system is fool proof, all routers and servers connected to the Internet are protected by a firewall, and are further protected from virus attacks or "snooping" by off-site backups and software solutions.
- Personal information is not transferred to non-Board approved volunteers, summer students, interns, or other non-paid staff by e-mail or any other electronic format.

Finally, BYC will in most circumstances grant individuals access to their personal information with some precautions. Also, members and staff are encouraged to notify the office as soon as possible if

they become aware of errors in their personal information.

Again, this just provides an overview and more information is in the actual document.

Policies in the works

Besides the above three documents, we are also working on a policy in accordance with the *Accessibility for Ontarians with Disabilities Act* and a Conflict of Interest Policy. Hopefully these will be done by the end of the year.

TENNIS

from - Marion Xhigness



It has been a very challenging year with once again facing unprecedented flood water levels. The measures that were taken after the last flood were greatly beneficial to the overall continued well-being of the Club. It took hours of dedicated staff, volunteers and Board leadership from folks like Al Malo and Guy Grimard to keep the water at bay as well as the Emergency response team where Lisa Shishis was a guiding force.

Over the last couple of years, our focus as a Board has been governance and looking at the Asset Maintenance Plan (AMP) to responsibly and fiscally deal with the maintenance of multiple projects of diverse nature around the Club. I am hopeful as we move forward with this model and procedure to work on projects that long-term maintenance is possible for

all aspects of the Club be it on the courts, sailing, harbour maintenance, house and grounds, or any other aspect we dream to include in our 'BYC life'.

It will help the Club to remember that increasing the money to respond to projects such as these without calling a General Meeting to effectively manage such things, will benefit all members. Everyone that I have seen sitting at the Board table seriously considers every penny spent on the members' behalf. So, you should feel confident that they work hard to help you get your 'money's worth,' - not always easy to do under circumstances such as we saw this Spring.

I have been motivated to help our various club programs work together more seamlessly to improve the BYC experience and encourage the growth of membership. I worked to build relations among members so we view ourselves as diverse members not just tennis players or sailors or social members here at BYC. As such I also have introduced the position of my successor to be called the 'Courts Director' which is more inclusive of the variety of games possible such as the growing sport of pickleball. Make sure you come out on **Dec. 11 at 6pm!** Here are some of this year's highlights:

Junior Lessons are into the third year now, and were a big hit again this year, as were the Senior Lessons. **Thank you** Nick Patterson and James Ferguson for your time and instruction. And **Thank You** to James Mead, who is stepping down after three years as our Junior Liaison with his legacy of this great initiative off and running.

We were planning to host the **NCTA Intermediate Level City Wide Championships**, again in June but, alas due to low participation, it didn't come to pass. So maybe we weren't the only club off to a funny start this year.

Tuesday Night Tennis "Race" Nights just keep growing year after year.

Tubman Trophy Spring Series Winner John Urkin

Tubman Bowl Summer Series Winner TBD

Grand Slam Social Events. What can we say about our social Grand Slam Events – a great year French Open - Rafa won again!! Wimbledon – the match that would never end!

US Open - what a way to finish the year with Bianca winning,

Club Championships – a few draws are still being played as we go to press, here is what we can announce:

Ladies' Singles Trophy - Renee Johnston

Ladies' Doubles - Ladies' Doubles Trophy - TBD

Mixed Doubles - The Lorne L. Smith Trophy - TBD

Men's Doubles - A.C. Brown Trophy - David Hayes & Bill Fuller

Men's Singles - The Geldert Trophy - Philippe Johnston

The Howdy Russell Memorial Trophy for Most Improved Players - **that** we are keeping as a surprise to be revealed at the Tennis Awards Dinner

Big Thank You-s to: Jack Sequin, Rudy Amyot and Garry Logue for keeping all our Pickleball players out of the kitchen (Insider pickleball joke). To find out more come out and play – every Monday, Wednesday and Friday @10am.

Many thanks to the Tennis Committee for keeping things bouncing again this year – **Jack Sequin, Rudy Amyot, Sandy Braden, Claire Millar, Brenda Jamieson, Karen Cormier, Suru Chande, Garry Logue, Junior Liaison James Mead and myself.**

We bid farewell to Karen and Dan Cormier who by the time you are reading this have moved back to Halifax. Thank you both for your

enthusiasm and contribution, both on and off the courts over the last few years.

I feel good about handing off the responsibility of Tennis Director to a new interested party who will be announced at the upcoming **Tennis AGM on September 29, at 4pm.** I welcome all members to come and join in or on the courts either playing or helping on a work crew to protect this programming and club asset. Anyone else wishing to stand in this role should let it be known to myself or any other Board member. It is an honour to serve on the Board, but others must come forward for the future.

Important Upcoming Dates: TBD - Tennis Awards Dinner, Saturday Oct 26 – Fall Work Party (unless it's still warm enough to keep playing)

See you on and off the courts

BREAKFAST CLUB

From – Wayne and Patricia Scrim & Joan Yuile

Please join us for this year's Breakfast Club served by Breakfast Club Volunteers!! The Breakfast Club will start on **Sunday, November 17** with Al Malo's Team cooking the first breakfast.

In the winter of 1994, a group of volunteers decided to motivate more people to use the Club in the winter months. That year under the leadership of Rob Lavern, Larry Bradley, Dave Welby and David Wilson a Breakfast Club on Sunday mornings was started and received rave reviews from members who came to enjoy a breakfast cooked to order with eggs done "your way" and with your choice of meats, toast and coffee, all for a very reasonable price. The Breakfast Club continues to serve our members the same good breakfast from November to April on most Sunday mornings.

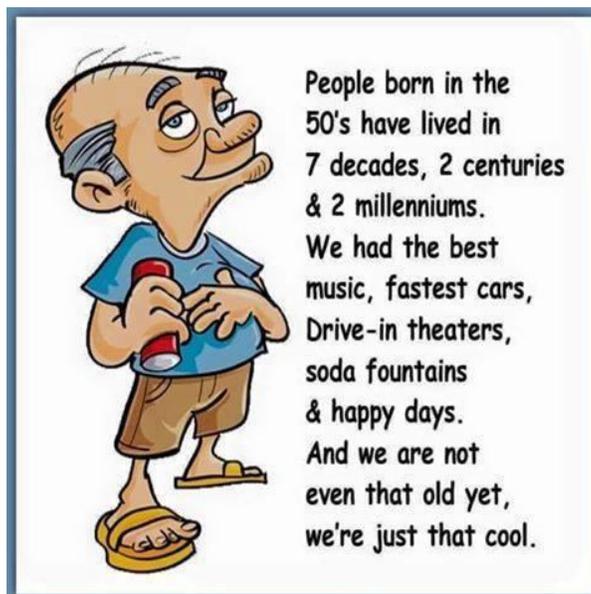
The funds raised by the Breakfast Club have always been used to make purchases or to support activities that are enjoyed by the members. Some of the projects chosen by the Breakfast Club over the last few years have been donations to help the Club purchase new Bat Houses to reduce the

mosquito population, Lobby chairs, Bistro Tables; new lounge tables; new furniture for the marquee areas; the big screen in the Main Lounge for movies & sports events; donations to the Junior Club; money to help with updates for the playground; refurbishment of the Dragon Bar; Purple Martin Houses ,and many more items over the years.

The Breakfast Club is still looking for volunteers to join us and also new Team Captains to join the Breakfast Club. We encourage new and old members to think about coming out now and then to help serve or cook with an existing Team or think about forming a new Team. You will get lots of help starting up a Team!! We need all the help we can get! If you are interested in joining the Breakfast Club please contact Wayne Scrim at wayne.scrim@gmail.com.or 613-592-4783

We also encourage you to come out and enjoy the breakfasts in a casual and comfortable setting on the Upper Deck. The morning views in the winter are awesome.

See you at Breakfast!! The schedule and names of Team Captains will soon be posted in the Main Lounge.



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(1)

DEADLINE
FOR LAST 2019
ISSUE OF
FULL & BY
OCTOBER 15, 2019

MOVIE NIGHT
RETURNS
TUESDAY
NOVEMBER 5



Enjoy dinner and watch a movie on the
 big screen in the Main Lounge
 Movies start at 7:00pm
 First movie – "Rocketman"
 with Taron Egerton as Elton John

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 Fax (613) 820-7643
 1-800-785-4664
 Email: chandlery@sympatico.ca

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 Tuesday.....9:00 - 6:00
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 Thursday.....9:00 - 9:00
 Friday.....9:00 - 9:00
 Saturday.....9:00 - 5:00
 Sunday..... Closed





**Brandon Foy thanking Grandpa Denny
for his brand new Opti**

Between the Sheets

NEWS FOR BOATERS - RACERS AND CRUISERS OCTOBER 2019

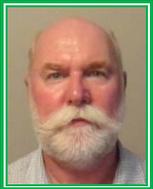
"Any damn fool can circumnavigate the world sober; It takes a really good sailor to do it drunk." – Sir Francis Chichester

DON'T FORGET

FROSTBITE RACE.....Sat Oct 12
BIG BOAT HAULOUT.....Fri Oct 18
PRESENTATION DINNER.....Sat Nov 9
INTERCLUB AWARDS DINNER.....Thurs Jan 16/20

CLASS 8 REPORT

by – Brian Williamson, Class 8 Rep.



After a late start it seems like this summer and the racing season flew by. As of writing the summer series is done and only one race remains in the fall series. Both series have been lucky to run all races with no cancellations or abandonments – 7 races each, allowing 2 drops.

The summer series (incorporating one race from the aborted spring series) saw two BYC boats racing (*Moonbeam* and *Skylark*), both competing actively but unfortunately neither reaching the inter-club podium.

The fall series has completed 6 of 7 scheduled races with one more remaining. Again, *Moonbeam* and *Skylark* have both shown a BYC presence – final inter-club results still TBD.

That pretty well wraps up Class 8 racing (aka PHRF Div 3) for this season, and regardless of the inter-club results any BYC boats that take the trouble to show up are club heroes when the awards banquet comes round in November (book your crew now and reserve a table!).

We continue to invite any other boats with PHRF ratings of 217 or greater (Sharks, Tanzers, Mirages, smaller C&Cs...) to consider racing next year. If you can summon crew and spirit to come out, you will be welcome. Please contact me if you want assistance getting race-ready or spinnaker-ready and we'll plan sessions next spring to help you come out and grow the BYC Class 8 fleet.



C&C 27 REPORT

by- Mohamed H. Fahmy, C&C 27 Rep.



Ontario Championship 2019

In wind not less than 20 knots gusting to 30+ knots creating waves as high as 3 feet, five courageous skippers and crews battled these elements to participate in the 2019 C&C 27 Ontario Championship.

Five races were scheduled, however, after four races everyone, including, the race officers, were very exhausted thus the fifth race was called off and everyone cheered that decision.

Though the boats and the competitors took a severe beating for four and a half hours, fortunately nothing was broken and no one got hurt.

The races showed a severe and, at times, wild struggle for first place between Thumper and Blue Zulu, and another struggle for last place between Kokopelli and Escape. Squeezed in between was Xel Ha, that was content to finish third in all races.

In their struggle to gain the upper hand, Thumper and Blue Zulu ventured using their spinnakers. And it was quite a show for the boats sailing behind. Broach by one followed by broach by the other, and at times both were broaching simultaneously.

Xel Ha ventured using her spinnaker once but after watching what was happening ahead preferred playing it safe.

After four races, Blue Zulu had won the first race then Thumper won the other three. Xel Ha consistently finished third. Kokopelli/ and Escape finished fourth and fifth. But that was not the end, a surprise was waiting. Blue Zulu protested Thumper in the second race, so the results could not be finalized before a decision could be made.

The two parties presented their case before a Protest Committee and agreed on arbitration. Thumper accepted a 30% penalty which added 2 points to her 5 race points for a total of 7 points the same for Blue Zulu from 1 first and 3 second finishes. The rules specify that in case of a tie, the boat with most first place finishes, wins. Thus, Thumper successfully defended the title they won last year.

The winning team consisted of David O'Sullivan at the helm and Aaron Middleton, Peter Van Delst, Toby Brayant, Annie Martin and David Foy.



LASER FLEET NEWS

by –Andrew Fraser (Director)



Heveryone, the season is winding down and although it has not been overly windy, it has been a busy racing season for the club racers and the elite team.

Here is an update from Nic Kim (the Elite team race coach on their season -

Although September has arrived and colder weather is settling in, The Britannia Laser race team is actively training in the stronger winds that the fall season brings. Last weekend had our senior members Rafael Hebert and Aethan Cubitt participating in an invite-only talent ID camp in Kingston that will serve as a first step to select the Youth National Sailing Team for 2020. If they are selected for the team, they will join the National team senior members in various training camps throughout the year, a spring regatta in Europe, and with an extensive winter training program. Meanwhile, Matthew Kwasniewski and Mikhail Larenov represented BYC at the QC championships near Montreal and faced off against the best in Quebec in shifty light winds. This weekend, the whole team will be training together in preparation for the fall CORK regatta at the end of the month.

This was the fourth year I've had the pleasure to coach the BYC team and, inevitably, I knew the day would come where athletes leave the team as they transition into university life. As much as I hope they'll return to the team for just one more summer, I wish them good luck and farewell and to always keep their favourite sport as their "rock" during the tumultuous years of university. After four years of racing on the laser team, Ian Craig, Maia Kazmer-Shishis, and Kayra Erisoglu-Aykaldiz are leaving this fall for universities Saint-FX, Ottawa U, and Waterloo.

Although some members have left, others are joining with 2 new athletes moving up from the development team

and 1 athlete from NSC who is joining us for fall training. These athletes have been quickly integrated to the team as they've had good coaching while racing Optimists or 420s and already have a good understanding of tactics and wind strategy. The BYC athlete development path allows racers to progress from the Optimist to the development team and this ensures a solid foundation of racing principles for once they join the senior team.

If anyone is interested in having their kids join any race team you should contact the BYC office and they will send you to the right person and I'm also happy to answer any questions you might have.

See you on the water - Nicolas Kim - Laser Team Coach



Great job Nic. Keep up the good work developing our promising young athletes.

On the Masters' side of things, we weren't quite as busy as the racing team but we were busy. As I type this, 6 Masters are preparing to head to the Laser Masters north Americans. Hopes are high that Matt Hobbs, who is showing great form in the fall series, will keep his momentum.

At the end of August, BYC took over and ran the Ottawa Valley Masters Regatta; partially as practice for next year's Master Canadians and also to keep a great local regatta going. Winds were light and shifty but we managed to get a full slate of races in. Duncan Whitrow showed his 'head out of the boat', flat boat, light-air prowess taking home the overall and masters category wins. The first apprentice was Matt Hobbs, first Grand Master was Bill McLaughlin and first Great Grand Master and first Woman was Sally Sharpe.



Good fall sailing all and see you next year!

WOMEN, WIND & WAVES

by – Ruth Martin – Women’s Fleet Rep.



Monday night racing has drawn to a close for another season. Between June 24 and September 23 we had 8 BYC boats among the two dozen that participated in women’s racing on the Ottawa River. The second annual Women’s Up-River Race was held on Saturday, August 24. This year, 7 teams from BYC and NSC raced the Queen’s Park course, approximately 8.4 Nm. While the wind was shifty at times, this was a competitive and enjoyable race with lots of sunshine and camaraderie.

Many of us raced this season thanks to boat loans and coaching volunteered by other members. We appreciate the generosity of all those who supported women’s sailing and contributed to a successful racing season.

Our end-of-season banquet was held on BYC’s Upper Deck on Monday, September 30. Presentation of awards for both Monday night racing and also the women’s up-river race will be included at BYC’s annual Presentation Dinner. This year’s awards dinner will take place on Saturday, November 9.

If you are looking for information on sailing events, there are several local sources for news. In addition to the Full & By, material on women’s sailing activities is posted on the Women’s Fleet page on the BYC’s website. For those on Facebook, the Ottawa Ladies Sailing Facebook group is another source of information.

Women interested in being included in the Monday evening Racing Crew Bank for the 2020 season, members who might consider loaning their keelboats on Monday nights to allow us to expand the fleet and anyone with suggestions or questions regarding women’s racing or the Women in Wind Conference in April 2020 can contact me at womensrep@byc.ca



from - Kirk Robertson – Handicapper & Jury Chair



Summer went fast, didn’t it?

Dual PHRF/NHC scoring is now complete for the summer series, as promised. In Class 2 there are **no** differences. In Class 1, there are local differences, boats swap a few places. You are welcome to come up with reasons for no difference in Class 2 and why the differences in Class 1.

It demonstrates that a no measurement handicap system is just as fair as a measured one for local fleet racing (and a lot less work for handicappers).

As usual there were a number of NR boats to begin with; something just grinds it’s way through the summer.

No scorers got wind speed & wind direction recorded in the results, which means input to PHRF may get tossed for races outside the 7-12 knot range.

RUST Series

RUST uses a modified rabbit start system with one boat heading on port tack (or jib) and the rest starting on starboard between the rabbit and “S” mark. Boats take their own finish times, so no race committee used. With finger problems and some creative formats, generating accurate results is non trivial; but not much harder than regatta results.

The fleet tried spinnakers and NHC handled it well (as do the Class 2 results show on Tuesdays). New boats showed and old ones left or were less often seen. The Optimist Canadians is my excuse; what was yours?

Total number that raced this year was 24, with about 18 fairly regularly raced and at least two bashful boats that raced but never submitted finish times.

In NHC ratings change each time a boat is raced. This summer a boat’s rating changed up to about 5% over the whole season.

Please report your wall clock finish times to rustcupscorer@byc.ca in a 24 hour format using GPS or cell phone time (HH:MM:SS).



From Tony Latus – your Trusty Rusty Rep.

We all know that rusting is generally a slow process, just not in the case of this year’s RUST fleet. Having now grown to 34 boats listed in my own RUST fleet register, and having raced in 25 knot winds, this fleet is anything but slow.

With 3 highly visible & recently laid mark choices, we had our longest race ever on September 11, from ‘S’ up to ‘A’, to ‘E’ and back down to ‘S’, in the aforementioned 25 kt winds. Speaking for myself in Moonbeam, although Mr. William Roué (designer of the Bluenose class) did not intend to make a planing boat, I think we repealed the laws of hydrodynamics for a few seconds on that downwind reach. Other boats also reported near record-breaking speeds through the water.

The fleet remains mostly BYC boats, but NSC is putting in a consistent showing. We also managed to attract Quinton Gallon once more, who raced his Finn far ahead of the fleet to a resounding victory again in the 25 kt breeze. RUST remains a self-contained, zero-workload-for-the-club’s series of races, every Wednesday afternoon, June through end of September. Zero-workload means the start is conducted by one of the racers, and only marks already on the lake are used for the course.

The 2019 RUST SSI is at

https://byc.ca/images/articles/Sailing/2019/Racing/SIs/2019RustCupSeries/SSI_for_BYC_RUST_Cup_Series_2019v6.pdf. For 2019 the Rabbit Start procedure was revised, but its manoeuvres & timings are essentially unchanged. Race durations remain at 1 to 1 ½ hours, making return to the clubhouse by 1600 highly probable. Kirk Robertson has done a great job with the NHC handicap method for RUST, and at the end of the season will give another technical briefing on how successfully it addressed the different types and designs of boat in this race series. The clubs are also dual-scoring (i.e. NHC & PHRF) other Interclub series results so we can see the differences. In my opinion the 2 biggest advantages of NHC are (a) it's immune to 'tinkering' or 'adjusting' in response to any particular boat design or crew that performs exceptionally well or poorly. The algorithm remains 'in charge' & cannot be messed with. And (b) it's free to use: no annual fees. While recognizing that no handicap system is perfect & that they all imply some degree of compromise I find NHC to be the least compromised of any I have come across. I even used it to score the model boat races we conduct in the BITSY group quite successfully (and the Foy's boats are still winning, as nature & NHC intended).

MARKS

From Tony Latus – Your Buoy Boy. (aka Olympic Circle Marks)



Well 2019 has turned out to be the year of very

few marks on the Lake. We had the entire circle restored in 2018 after quite a lot of work but lost almost everything over the course of the winter and spring. With the backing of your Fleet Captain and the BYC Sailing Committee I was asked to continue last year's work and set about restoring the circle for 2019.

After this spring's high-water mark passed, some BYC Members expressed confidence that the marks were simply submerged and would reappear at some point. Sadly, that and two dollars still didn't buy a cup of coffee, and all we had left was a three-quarter submerged/sinking 'S' Mark, 'E' mark in good shape but off-station, and a mostly submerged & sinking 'A' Mark also off-station. I personally scoured the Britannia Beach and eastern shoreline areas and also the backwater cove behind the water plant for possible survivors, of which there was only one, spotted by members of NSC. This was soon delivered to be BYC for repainting in preparation for laying.

With the cooperation of NSC and CVGR, we obtained 4 brand-new plastic yellow marks, which were painted up & labeled according to Coast Guard standards. A purchase order was submitted for new steel chain, sufficiently heavy to preclude the need for additional counterweights. The original plan for 2019 was to lay all-new Moorings, with 200 pound cement weights, similar to last year. In the event, we managed to replace the old sinking 'S' Mark and 'A' Mark on their original moorings. The mooring for 'S' seems quite durable & has remained almost exactly on station for some

years. 'A' mark on the other hand is well off station and the mooring seems a little underweight, as we were able to drag it fairly easily using the Whaler when replacing the mark itself. The task of laying heavy-duty cement mooring weights is not trivial and requires good weather and a decent-sized platform.

As the season progressed your Sailing Committee discussed the possibility of returning to a lighter weight mooring system, and this will now be trialed in the replacement of 'C' Mark as soon as possible. Under this plan, the marks will have an adequate length of heavy weight steel chain and a Danforth anchor, making both laying & recovery relatively simple. The intention is to see how well 'C' Mark survives the first few October gales and then recover it for the winter. Assuming this works out well, this method will be expanded to the other marks in 2020. This method will make setting out & recovering the marks an annual routine, but in fact it should be a relatively quick & painless exercise on a calm day. My estimate is that the Whaler can carry an outfit of three marks on each trip, thus completing the entire job in about half a day.

The attached photograph shows what we have in the water right now, circled in orange; it also indicates how far off-station the current marks were as of late August. I would like to thank Brian Williamson, Konrad Lewinski, Daryl Cormier, Steven Glover and Al Malo for their participation in this year's mark work, plus the NSC staff who arranged the purchase of the new marks for BYC to use. I hope to provide more good news in the next issue of F&B.



PRESENTATION DINNER
SATURDAY, NOVEMBER 9, 2019

COCKTAILS 5:30p.m.
BUFFET DINNER 6:30p.m.
AWARDS 7:30p.m.
\$30.00+HST/PERSON
RESERVE YOUR TABLE NOW
WITH CLUB OFFICE -613-828-5167
Payment in advance required

Britannia Yacht Club Activities Calendar

October 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Office Hours: Mon. - Sat. 10:00 a.m. - 6:00 p.m. Bar Hours: Mon. To Fri. - 4:00 - 11:00 p.m. Sat. & Sun - 11:00 a.m. - 7:00 p.m.						
Food services: Meals available until 9:00pm Mon.-Fri. 8:00pm Sat. & Sun.						
	1	2	3	4	5	6
					FALL 50 MILE RACE PHRF Rated Boats First Quarter Private Wedding	
	7	8	9	10	11	12
						FROSTBITE RACE Private Wedding
	13					Full Moon Private Wedding
14	15	16	17	18	19	20
Happy Thanksgiving Turkey Trot NSC CLUB CLOSED				Karaoke BIG BOAT HAULOUT		
	21	22	23	24	25	26
Last Quarter		Tennis Awards Dinner Everybody Welcome 6:00 p.m.			Halloween Party The Rockphiles Private Wedding	Tennis Work Party 8:00a.m. Single Event
	27					Junior Club Halloween Party New Moon
28	29	30	31			
			Halloween Jacques Adams River Challenge Closes			

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
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Britannia Yacht Club Activities Calendar

November 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
STARTING NOV. 1						
Office Hours: Mon. - Fri. 10:00 a.m. - 5:00 p.m. Bar & Kitchen Hours: Tues., Wed. & Fri. - 4:00 p.m. to close Sat. 12:00 noon to close, Sun. 1:00 p.m. to close						
				1	2	3
				ALL SAINTS DAY	Private Wedding	End of Daylight Saving Time
4	5	6	7	8	9	10
	Movie Night 7:00 p.m. ROCKETMAN				2019 BYC PRESENTATION DINNER	
11	12	13	14	15	16	17
AN ACT OF REMEMBRANCE 10:40 A.M.	Movie Night 7:00 p.m. TBD					BREAKFAST CLUB STARTS 9:30a.m. to 11:30a.m. Al Malo's Team
18	19	20	21	22	23	24
	Full Moon Movie Night 7:00 p.m. TBD				Private Wedding	Breakfast Club 9:30a.m. to 11:30a.m. Rob Braden's Team
25	26	27	28	29	30	
	Last Quarter Movie Night 7:00 p.m. TBD					GREY CUP PARTY
	New Moon					

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
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