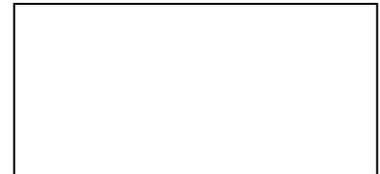




**Two of the 3 Head Honchos of theWall Project  
Guy Grimard and Al Malo  
Third one, Alan Galley, was working further down the wall.  
(Photo courtesy of Peter Sneyd)**

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



## FOREWORD

This issue of Full & By is devoted primarily to the publication of the 2018 Annual Report from each Director, except that of the Commodore.

The Commodore's Report will be delivered at the 2018 Annual General Meeting.

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## NOTICE OF 2018 ANNUAL GENERAL MEETING

Take notice that the 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 2019, and any other Yacht Club business as may be properly brought before the meeting will be held in the Clubhouse on **Wednesday, December 1, 2018.**

### SCHEDULE

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

Dated at Ottawa this 19<sup>th</sup> day of September 2018  
 Mr. Kevin Bundy  
 Honorary Secretary

**Britannia Yacht Club**

2777 Cassels Street  
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K2B 6N6

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Web Site: <http://www.byc.ca>  
Manager: Paul Moore

Harbour Manager: Andrew Furey  
Events Manager: Breanna Gray  
Accountant: Mark Walton

♦♦♦♦  
**2017 BOARD OF DIRECTORS**  
**FLAG OFFICERS**

**Commodore** Rob Braden  
**Vice Commodore** Al Malo  
**Rear Commodore** Kelly Lyon  
**Fleet Captain** Aaron Middleton

**HONORARY MEMBERS**

**Honorary Secretary**

Kevin Bundy

**Honorary Treasurer**

Randy Tivy

**DIRECTORS**

**Direct**

**Director (House & Grounds)**

Alan Galley

**Director (Membership)**

TBA

**Director (Marketing)**

TBA

**Director (Information**

**Technology)**

Trevor Pillon

**Director (Youth)**

Lisa Shishis

**Director (Tennis)**

Marion Xhigness

**Director (Social)**

Sue Levesque

**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."

**Editor & Publisher:** Joan Yuile  
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Please submit articles in **unformatted** electronic form in Microsoft Word to [joannbob@rogers.com](mailto:joannbob@rogers.com)

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

Deadline for next issue – Oct. 15.

**Vice-Commodore's Annual Report**

From – Al Malo (Harbourmaster)



**M**y first year as the Vice-Commodore was very busy and a great learning experience. As a co-editor of the 125<sup>th</sup> Anniversary Book, I gained a better appreciation of 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. We have inherited a great legacy, but we need to put in the effort to ensure it is actively maintained. 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. Some of the infrastructure maintenance projects which are part of our Asset Maintenance efforts are discussed below.

Before discussing these projects, I'd like to do a brief review of this year's Harbour Operations. The Harbour Staff led by the Harbour Manager, Andrew Furey, have again done an amazing job for us. In addition to the launch activities they undertook many maintenance projects this Summer. A big effort was put in to secure and repair the docks. The T-dock in the lagoon was secured with an additional anchor, the deck and ramp modified to better secure the ramp to the dock, and the power was restored. The decking on the Inner Harbour West Wall dock was repaired as was the dock on the East Wall of the Main Harbour. The anchor posts that were damaged in the 2017 storm were all replaced, the docks were repositioned, and the ramps repaired. They also installed more than 20 new tie-downs at the Junior Club to ensure the boats are safe in a storm. The fact that no Junior Club boats were damaged on September 21 when we experienced 45 to 50 knot winds at the Club shows how important it is to always secure our boats.

There was also some unexpected emergency work that had to be done. When a bracket broke on the Junior Club ramp on a Friday afternoon, the staff worked over the weekend to repair and reinstall the ramp so it was ready for the camp starting on the Monday. Then there was the problem with the Pumpout. It took a while to clear up all the problems with the sewer line and the staff ended up digging in four areas before it was over. In the end the pumpout was restored to proper functioning and we now have cleanouts installed to facilitate future maintenance of the sewer line.



Andrew finds the first leak



Dawson and Ari dig hole #2 of 4

All this work was done while the staff endured some of the hottest summer weather we've had in a long time. Andrew, Ari, Dawson and Dylan - Thanks for the great work!

In the Spring, Andrew and I looked at ways to improve the efficiency of the Launch and Haulout operations. New tractor forks were acquired to facilitate cradle handling. We also undertook a program to install steel blocks on the cradles to ensure they are easier to pick up with the hydraulic trailer. I want to thank all the affected members for their support and cooperation in getting this done. As I write this, we have already started haulout operations and the cradle feet have proved to be a big improvement in the efficiency of the operation. We also acquired a remote control for the Blue Crane. This allows the operator to be better positioned to monitor all aspects of the lift and will help to improve the efficiency of operations.

Some of the Asset Maintenance Projects needed to be moved up on the schedule and have been addressed this summer. This spring on May 4<sup>th</sup> when we had the Greek Night fundraiser for the BYCF, we experienced an exceptional wind storm. We had sustained 50 knot winds over two hours from the west. This caused significant damage to the Bridge (Catwalk) and the seawalls at the front of the Club. On the bridge, many deck boards were broken or damaged, welds on some of the steel railing supports were broken and the handrails were broken or ripped from their anchors. Thanks to the initiative and volunteer efforts of member Guy Grimard, the bridge was repaired so our guests and members were able to enjoy it and the pier this summer. The wood of the hand rails and the deck is old and though the repairs done by Guy will give us an additional year or two of service, a major overhaul of these elements will be required and will be included in the list of projects to be scheduled during the next two years.

During the storm, the wall directly in front of the Clubhouse was also damaged. Some of the stones were dislodged and the benches were ripped from the supports. In addition, waves crashing over the wall did a lot of damage to the walkway between the wall and the Clubhouse and washed away some of the fill around the foundation. In consultation with the House Director, Alan Galley, we felt that repairing this wall was an urgent priority. Our goal was to raise the wall to the same level as the seawall in front of the marquee tent and to move the seating to the inside of the wall. Once again Guy Grimard stepped in and gave us a plan, project costing and an offer to lead a work party style effort to do the work.

This was a tremendous amount of work and the member volunteers provided fantastic support. On the day we did the initial excavation, we had a dozen member volunteers manning with shovels and wheel barrows. Every day of the project we had great volunteer turnout and, as a result of all the sweat equity put in by the members, we were able to finish the project with minimal disruption to operations and keep the cost of doing this project under \$10k resulting in huge savings. I'm sure we all suffered from sore muscles from doing this physical labour, but the result was very satisfying. This volunteer effort is illustrative of the great tradition of members rolling up their sleeves and making a personal investment in their Club.



circa early 1950s



When walls finally completed 1969



circa 1998



2018

In the spring, at the prompting of Guy Painchaud, I started investigating the situation with the lights in the Harbour. My survey showed that 66% of the lights were not functioning and I brought the issue to the Board. We decided that proper lighting was a priority and the Lighting Project was launched. It should be noted that the lighting and electrical work had been identified in the Asset Maintenance Plan, but we felt the work needed to be brought forward and addressed immediately. Gary Fritsch and Guy did the research to find the appropriate lights, samples of which were tested on the west wall of the inner harbour. We received positive feedback from members who viewed the test lights and a contract was issued. These lights are the latest technology so there was a long wait for delivery and we are expecting installation by the end of October. Many thanks to Guy and Gary for all their help moving this project forward.

We also acted to address the issue of power to the Bruce Shed. The Shed and the south side of the main harbour from the marine railway cut towards the Clubhouse, including part of the parking lot, are powered from the Bruce Shed. This power is carried from the street to a pole in the parking lot near the Bruce Shed. This pole has been there for a very long time (more than 50 years) and it was in bad condition and leaning oddly. An inspection confirmed that it was urgent to deal with the pole. In addition, the service to the Shed was not adequate for current requirements. The issue was brought to the Board and it was agreed to proceed on an urgent basis with a project to replace the power line. It was decided that the line would be buried for safety reasons (this is the only power line at the Club that is not buried) and that we would also upgrade the capacity. Permissions have been obtained and we are anticipating this work will proceed in October. Special thanks to Gary Fritsch who put in a lot of hours moving this project forward.

Looking forward, work has started on planning for a number of projects. The initial Asset Maintenance Plan was important to draw our attention to all the elements of our infrastructure that need to be maintained and to make us aware of the need to provide a funding capacity to address this work. In recent years, the Clubhouse was the focus of major maintenance efforts and the results have been fantastic. We now need to address elements of the Harbour infrastructure that have been identified in the AMP and the Baird report. As part of this effort, project proposals have been prepared and forwarded to the Planning Committee and other are still being elaborated.

The projects submitted to the Planning Committee include

- Cassels Street Seawall Repair
- East Wall Main Harbour Repair
- Sherwood Ramp Repair
- Western Shoreline Rehabilitation – Phase 1 of 2
- Seawall Parging - in front of the Clubhouse
- Bridge Repair

We are also beginning work to define the options for upgrades of the electrical power supply in the Harbour. This spring, Gary Fritsch put in a lot of work to document and label the infrastructure. We also fabricated and repaired enclosures to ensure that this equipment is locked. The electrical infrastructure is old and was designed for a time when the demand for power at moorings was more modest. There are now areas in the harbour where the supply cannot meet the demand. The initial AMP had anticipated an expenditure for lighting and power at a rate of \$20,000 per year for 4 years starting in 2020 but did not provide a detailed plan. Part of this spending was moved forward with the lighting project and we now need to create a plan for the remainder of the required maintenance work, so the AMP can be updated.

Before the end of October, we will be working to place an order for docks to address the needs of more members for dock moorings. The docks are currently purchased by the Club on a subscription basis where members wanting to moor at a dock essentially prepay dock fees which allows the Club to purchase the docks without having to borrow. There was skepticism among many members accustomed to the med mooring system when the dock program was initiated. I was one of the first subscribers having dropped several cell phones and more than one case of beer into the harbour while climbing over my pulpit (I also ended up in the water on a couple of occasions). Over the years, the docks have proved their worth and more members have come to appreciate their value - they are safer for both the boat and the sailor and can greatly enhance the boating experience. Look for my emails related to the docks and please contact me or the office if you have any questions about the program.

As always, your feedback and suggestions are important to helping me serve you better.



## Rear-Commodore's Annual Report

From – Kelly Lyon (Projects)



*I*t's been a "full on" year at the Club insofar as projects go. Mother Nature has again created a new list of necessary work for us, leading to some additions to the Asset Maintenance Plan (AMP), which in itself has become a very valuable asset for us to steer by. My comrade, Al Malo – Harbour Director, has had his planning cap firmly on all summer and is taking major strides in regard to much needed Harbour repairs.

Recently, the Club has applied for a Government assisted Accessibility Grant with the help of Mary Campbell, who is working as our Funding Proposal Consultant. In addition, an application has been made to the Trillium Benefit. There has been a lot of focus by the Board and club members towards acquiring a state of the art, handicapped accessible, playground structure.

The Junior Club has had 3 new Boats delivered and they are very much in use since their arrival, much to the delight of the youths who are making us proud with their high profile racing achievements both at home, and away.

The sound proofing project in the Dragon Lounge is now 100% complete with lots of good feedback from members. A "muffler" for the ventilation shaft from the furnace room entering the Lounge is being researched, which will lead to further sound improvements.

Kitchen renovations are almost complete. The project is within budget and is 95% finished, with some remaining flooring tiling required. That is extraordinary, considering the increased volume of business that the Club has experienced this summer. Kudos to our club Manager, Paul Moore, and his talented staff, for negotiating their way around/through this construction project during the busiest season of the year.

Tennis court resurfacing is 65% completed and we hope to be finished this month, weather permitting.

I will be meeting soon with the Planning Committee, to determine what will be the focus of our next round of projects as we continue to move forward with club improvements.



## Fleet Captain's Annual Report

from – Aaron Middleton



*W*ell that season went fast! It certainly wasn't a cold one and for some, not too much rain either! By now the main sailing season is done and we are in the "frostbite" series and weekend race time of the season. I hope everyone had a chance to play and enjoy our expanded on the water programs! We made a number of change this year and I look forward to hearing new ideas for next year. Let's have a look at **Fleet Captain's Annual Report:**

**2017 Interclub Awards Dinner** was hosted by BYC this year and we received great compliments on our layout and presentation. Thanks to all that helped including the BYC staff who were very accommodating. NSC will be hosting for the 2018 awards.

**Women-in-Wind** was also hosted by BYC this year with a great turnout and some fabulous presentations. Look for it next spring!

**The Gates** were out late again this year due to 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.

**Weeknight Racing** saw some excellent attendance. The spring started a little slow but momentum grew into the summer and fall. The introduction of the Viper and J80 fleets On-Design nights was successful and the addition of 7 JAM boats on the C&C 27 One-Design start line brought that fleet up to 18! We shifted the dingy racing to align with the Youth sailing camps which worked really well and added an extra night to the Monday Women's racing night that aligned all weeknight racing. We will make sure to do this again next year!

**The RUST Cup Series** was added this year with great success. This self-run fleet had over 20 registrants with an average of 9 boats a race! What a great additional option of racing during the week. I expect we will see it back next year with some tweaks. A thanks to all those that volunteered in organizing and running!

**Weekend Interclub Racing** was expanded this year with two additional Queen's Park races (making it the Queen's Park Series) with great success. The Queen's Park format still tends to be a favourite and we saw our greatest turn out of boats for these races. I expect the series will continue next year with a review if 8 races in total are too much for the ILD races. We also saw the first annual Interclub Women's Up-River Race held this year with great attendance!

**The Laser Masters' Inland Championship** was held at BYC this year. The event was a smashing success and has secured us as part of the regular Laser championship series. The Britannia Cup Regatta, Tucker-Rodger Regatta and Commodore's Sailpast were all held the same weekend. All saw great attendance but we will be looking at not having 3 BBQs on the same night next year. 😊

**2017 Club Championship** was not held this year, with the first miss due to coordination issues on my end and the back-up date being cancelled due to the effects of the Ottawa tornado on the organizers. We will strive to ensure this doesn't happen again next year with some good lessons learned.

**2018 Bob Yuile Memorial National Captial Regatta** was held in mid-July, with 70 boats participating across 8 fleets! What an amazing turnout! Again, a big thanks to the regatta Chair, volunteers and race committee and our staff for another great weekend!

**100 Mile Race, Quyon Race and Mohr Island Race** were not well attended this year. The Sailing Committee will have a hard look at how to make these events more attractive next year. Those that attended Quyon had a great time, but Mohr seems to have been a bit of a wash out with the rain. The 100 Mile Race was a tough one with 5 boats starting and only 3 boats finishing.

**Cruise Week** was a booming success with over 18 boats participating, 4 being first-timers. See the article in this issue!

**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. Hopefully next year we will find a way of boosting that attendance of these fun events.

**C&C 27 Ontario Championship Regatta** had no wind this year but was well attended by 7 full boats. Our on-shore festivities were well received. We will look at improving the format and trying to find two days in a row for next year, but alas, that would not have helped the 2018. Let's see if our back-up plan works this year!

**Olympic Circle Rejuvenation** was started this year with 4 new buoy placements (A, D, E & F). Every club on the lake contributed and BYC placed three of the marks. NSC has already volunteered to buy more for next year. Many thanks to the club staff and our volunteers for getting this job done!

**Digital Crew Bank** was not a success this year, but work has begun and we will target it to be completed for year.

**2018 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 spring, but after some adjustments we were working fairly well into the summer and fall. 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 2019 a great racing season!

Wow! Those are just the highlights. 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 2019!

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 our 2018 and now the 2019 on-the-water season! If I don't see you around the Club before, I look forward to seeing you at the 2018 Presentation Dinner (aka Awards Dinner).

## Honorary Treasurer's Annual Report

from – Randy Tivy



**I**t's hard to believe that another year has almost passed. Although our fiscal year end is October 31 all indicators show that we will have another surplus this year. The Club has been busy all year and this is showing up in our numbers.

We are hitting our membership and mooring targets and, as well, the learn-to-sail program continues to grow and be profitable. Food and beverage sales have doubled in the last ten years and are projected to be approximately \$850K this year.

We expect that in a couple of years our food and beverage sales to exceed \$1 million! Our success, however, is presenting new challenges and expenditures as your Board and management want to continue to provide the great service and experiences we expect.

At the time of writing this article your Finance Committee will have met twice to review our 2018/2019 budget and a third meeting is planned. Our target is another small surplus and at the same time we are cognizant that we need to ensure that we are adequately staffed and paying competitive wages in the harbour and clubhouse.

We are also looking at creative ways to generate new revenue to boost operations so that we can create cash for some of the large capital expenditures we see in the near future. All full report will be presented at the Annual General Meeting. In the meantime, if you have a suggestion that may generate new revenue for the Club please do not hesitate to contact me or any member of the Finance Committee."



## House & Grounds Director's Annual Report

from – Alan Galley



**I**t has been a busy year for House & Grounds with regard to the planned and the unexpected. As usual, not everything planned for was completed for various reasons stated below, and the violent spring storm was the main cause for an unexpected focus on some major structural issues around the clubhouse.

Plans were submitted for renewal of the playground and the front entrance of the clubhouse. The playground plans are pending as a result of a federal grant submission by BYC Major Projects that, if successful, will enhance BYC's capability to ensure members and guests with disabilities have easier access to facilities. This includes adapting the original playground plans to allow more safe accessibility to new structures. The grant would also include modifications to the upstairs bathrooms for greater accessibility.

The front entrance to the clubhouse has been in a state of limbo until a decision was made with regard to wheeled access, either directly from the street or along the existing harbour side driveway. In the interim it was decided to at least clean up the appearance of the front entrance by recovering the pavement and installing disabled parking spots and applying a coating of river pebbles between the parking spaces and the clubhouse. When electrical repairs are complete the visible conduit will be buried and more planters placed along the building facing.

Much of the spring and early summer was occupied with completion of the upstairs kitchen renovations, with the domino effect of using the Sun Room as a storage facility. Paul Moore and the BYC clubhouse staff have to be commended for keeping operations at full capacity during the summer months, which included a full schedule of wedding engagements each weekend.

Besides having a close working relationship with Paul Moore over the past year, I was very pleased with the coordination between Kelly Lyon for Projects and with Al Malo as Harbourmaster. This resulted in completion of the noise reduction project for the Dragon Lounge and completion of the first stage in outer harbour wall and associated grounds renovations. There is a consensus between us that we need a long-term plan to continue to combat the present and future damage expected from more violent and unpredictable weather in order to improve services offered to all BYC members.

I am incredibly impressed with the volunteer cadre drawn from the BYC membership during reparation from storm damage and major renewal projects. In the BYC 125<sup>th</sup> Anniversary volume there is a photo of BYC members pitching in to build the original outer harbour wall. This dedication was repeated this summer during the recent harbour wall reconstruction and associated drainage upgrade. I must single out the work by Guy Grimard in designing and managing this major project, and Fuller Construction for the contribution in keeping the material project costs within budget. Thanks to Paul, Breanna and Al Malo for ensuring the building materials and equipment were there when needed. Thanks to everyone involved in all volunteer projects over the last year. This is what makes BYC such a special place for us all.

Lastly, I would like to thank the members of the House and Grounds Committee for keeping me on the straight and narrow with regard to increasing the members ability to enjoy the BYC clubhouse and grounds. There is still much to accomplish.



## Information Technology Director's Annual Report

from – Trevor Pillon



**W**e started the year with the culmination of a long-running project to relaunch BYC.ca with a modern content management system. The project was largely a success but now our challenge is to continue through with the numerous small projects that were made possible by the upgrade. Most of the changes were done “under the hood” to make it easier for members to contribute content, to make the whole site more accessible on mobile devices and to keep us up-to-date on security patches and new functionalities. Work has definitely slowed over the summer, but I hope to reconvene the IT Committee once the boats are away and we can continue to make progress on a number of fronts. Big thanks to Fleet Captain Aaron Middleton, David Brown and Claire Millar for helping keep the website content fresh, and also to Breanna Gray in the Office for all her hard work.

There have been a few race registrations made via the beta race online registration form. Next year’s version will be more streamlined and customized based upon the class of boat being registered. We also have more work to do on the back end, to make it easier for the Sailing Committee to manage registrations and to get updates as soon as they are submitted online. Thanks to Joan Yuile for being so patient with me through the process.

A very early “Buy & Sell” section is also live on the website but there is still a lot of work to do here, so we are keeping it low-profile under the members’ menu until we can iron out the kinks and get a few good ads posted. Even with it hidden, we have already sold items from test posts! There may well be deals to be had during this “beta” period so please check it out if you are in the market to buy or sell boats, accessories, tennis equipment and other items. There is a lot to consider when opening even a moderated public forum so we want to make sure we do it right: protecting user’s privacy and keeping inappropriate content off of BYC.ca. I am also working with the Fleet Captain to use similar functionality for a Crew Bank, to be available next season.

Most recently we made some modifications to the Webcam and Weather page. All 3 webcams now have a "live" (updated every 2 minutes) snapshot on the main page and you can click through to access the live streaming video feeds. We also implemented a fancier weather forecast widget, with an interactive wind speed map from Windy.com, and a live feed of local weather alerts from Environment Canada. After some tweaks and a few hours on the phone with technical support, the webcams themselves seem to be performing better. We've temporarily reduced the video quality and will be looking into options for upgrading the upstream bandwidth for these cameras this winter. Thanks to Mr. Harry Splett and Commodore Rob Braden for their input and support.

There are a number of other projects on the docket for the off season: Larry Bradley has resurrected the old BYC photo archive and I have been in touch with a few interested parties to strike a BYC history committee with the goal of collecting, cataloguing and publishing photos and documents from BYC's storied past. I would like to have better access to data from the BYC weather station, both on the web and inside the clubhouse. We are looking into solutions that will give the Board, Committees and BYC members a central place to maintain official documents. There are also a number of big events coming up next summer that will require IT resources for promotion and management. Longer term projects include a review of the Club Wifi and network architecture to identify dead spots, evaluate the quality of service and ensure data security, as well as planning for the next iteration of BYC.ca.

The IT committee is always looking for new members. If you are interested in contributing, please contact [IT@byc.ca](mailto:IT@byc.ca). And as always please feel free to submit questions, comments or other feedback about the website to [webmaster@byc.ca](mailto:webmaster@byc.ca).



## Youth Director's Annual Report

from - Lisa Shishis



**T**he 2018 Junior Club Learn-to-Sail (LTS) program had a very successful summer. 6 coaches and 4 Counselors-in-Training taught and coached 190 children over a 9-week period, which is an improvement over our numbers from last year. This increased enrollment is attributable in part to pre-season marketing activities. Invitations were emailed out to all sailors and parents from the previous year informing them of the upcoming season.

Upgrades to the Junior Club that we were able to accomplish this year, were the purchase of a new coach boat, the refurbishing of the 420 fleet, and the purchase of two more 420's, which enable us to develop a 420 race team. We had 8 sailors join this team. We also purchased new sails, - jib, main and spinnakers - for the 420 fleet.

We had a number of our Laser sailors take part in the Wednesday racing. Once the school opened, sailors in all levels were encouraged to take part in Wednesday night racing. For the third year now, Manager Paul Moore provided burgers and dogs for our very popular pre-race BBQ on Wednesdays. Thank you to all the Master Chiefs who helped out with BBQ.

Thanks goe out to Nic, our racing coach, who did a wonderful job helming the Laser Race Team this year. The team participated in a variety of very competitive regattas, including Youth Nationals. We want you to know that parents are instrumental in the success of the Laser Race Team, without their support we would not be able to trailer that huge bundle of boats all over 2 provinces. Additional parents stepped up as chaperones and proxy parents for those away from Ottawa regattas. Some of these parents will be helping yet one more time this weekend for the last regatta of the season, Fall CORK.

Britannia was also well represented by the Opti Race Team who sailed under the expert guidance of Hubert and Alister Having two accomplished instructors meant that team members could receive coaching that was appropriate for their level of expertise. We are also very proud that our Opti team was the largest in the province!

The Opti Race Team took part in many of the traditional summer time regattas. Fruit Bowl, hosted by the Hudson Yacht Club, is always a favourite. The venue is exceptional, the organization superb and the highlight is watching the top sailor being presented with... a pineapple!

Our results for our 3 race teams were exceptional! Our top sailors need mentioning congratulations to: Liam Downes for coming in 1<sup>st</sup> place in blue fleet and 4<sup>th</sup> over all for the Opti's at Fruitbowl. At Mid-Ontario Championships at Sturgeon Lake we had 5 sailors finish in the top 10 in the Laser Radial, 9<sup>th</sup> place was Sam Wittmann, 6<sup>th</sup> was Stuart Cowper, in 4<sup>th</sup> was Rafael Hebert, 2<sup>nd</sup> was Kayra Erisoglu-Akyildis and in 1<sup>st</sup> place was Aethan Cubitt. Anna Parolin was our top Opti sailor at Opti CORK, placing 14<sup>th</sup> over all in the Silver Fleet. For CORK International in the Laser Radial Fleet we had 4 sailors qualify for the Gold Fleet with our top result going to, Stuart Cowper who finished 8<sup>th</sup> over all. Sam Wittmann won the Silver Fleet. In 4.7s congratulation goes to Isabel Foy who placed 3<sup>rd</sup>. At Youth National Isabel Foy placed 2<sup>nd</sup> and Maia Kazmer-Shishis was 3<sup>rd</sup> in the 4.7 Fleet. Aethan Cubitt placed 8<sup>th</sup> overall in Laser Radial and received an invitation to train with the Youth Olympic team in Halifax this October. 4 of our Laser Sailors attending the Combine, which is the first step to the Sail Ontario race team. Rafael Hebert was our top Radial sailor in 13<sup>th</sup> Place and Maia Kazmer-Shishis was 5<sup>th</sup> in the 4.7 Fleet ended her races in 2<sup>nd</sup> and 3<sup>rd</sup> place.

In closing, please don't forget that donations of new boats can be tax deductible through Ontario Sailing and the Club. Please consider making a donation. Information is available through the Manager, Paul Moore, or myself. Should you have any additional questions or comments please don't hesitate to reach out. I had a second exceptional year as Youth Director and I'm looking forward to doing it again one more time next season.



## Tennis Director's Annual Report

from – Marion Xhigness



As the end of our BYC fiscal year approaches as well as this 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 fulfill 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 Rudi 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.

I have been working with the Tennis Committee to address court surface maintenance. Early in the Spring we started meeting with contractors and went forward with the plan to repair and maintain one court 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 from the Tennis 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 two courts almost ready for tournament action as we had committed to working on at the last AGM for the first 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 first part of cyclic renewal for the tennis courts. Some lights have been turned and updated with LED bulbs however more capital is needed to properly address the lighting needs on the courts as well as the next portion of resurfacing.

I formally moved that further lighting and court maintenance projects be on the list of projects slated for the 2019 season to the planning committee. I hope you will join me in supporting this forward motion of asset maintenance at the AGM on **December 13**. I truly believe as a boat owner, club member and Tennis Director that we need to maintain the tennis courts in order that they remain an asset that draws members and adds value to current membership here at the BYC.

In closing, I stand nominated again to serve BYC as your Tennis Director next season. As such, 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. I am motivated to help our various club programs next year and work together more seamlessly to improve the BYC experience and encourage the growth of membership. I will work to build relations among members so we view ourselves as diverse members not just tennis players or sailors or social members here at BYC. Make sure you come out on **Dec. 13!**



## Social Director's Annual Report

from – Sue Levesque



**T**his being my first year as Social Director, I was excited about coming up with new ideas for events in addition to our regular events. I was fortunate to have a great team to work with and would like to acknowledge the efforts of the following individuals – Beth Shepherd who was instrumental in guiding me in my role as Social Director and the rest of my Social Committee including Susan Peacock-Hacking, Garry Logue, Glenna Jaggard, Jennifer Welcher, Karen and Dan Cormier, Guy Painchaud, Catherin Ennis, John Dawson, Michelle Boudreau, Sandy Braden, David Black, Peter Pigott and Mike Fahmy. The success of the events held so far would not have been achieved without Paul Moore our General Manager and Breanna Gray.

Members of the Committee were responsible for social activities such as Robbie Burns, St. Paddy's Day, Caribbean Night, Golf Tournament, Lobster Night and upcoming events including Hallowe'en, Remembrance Day and Prom Night. The events held so far were well attended and I must add that the Lobster Night was a tremendous success with well over 100 members and guests in attendance. We introduced a number of new bands as part of the Friday night entertainment which ran from May 11 to September 21, and brought back some of our favourite entertainers from past years. New Year's Eve promises to be a rocking evening as we have the ever popular Gnarley's playing for us that night and stay tuned for a Red Carpet Night to celebrate the Oscars in February.

All in all it has been a great learning experience for me this year past year and I look forward to continuing as BYCs Social Director in the upcoming year should the members be in favour of it.



# MOVIE NIGHT RETURNS TUESDAY NOVEMBER 6

Enjoy dinner and watch a  
movie on the big screen in  
the Main Lounge  
Movies start at 7:00pm

## ENTERTAINMENT CALENDAR



- Oct. 13 - Open Mic
- Oct. 29 - Hallowe'en Party
- Dec. 15 - Christmas Buffet
- Dec. 1.,7- Wassail
- Dec. 20 - Xmas Cheer

*Britannia Yacht Club Presents*

# HALLOWEEN

**Friday, October 26**  
6:00 to 10:00 PM

Wear your **Trick or Treat!**

Music by **The Rockphiles**  
Special seasonal menu items & beverages will be available  
Members, friends & family welcome!

*Fun for all ages!*

No reservations needed. Call the office at 613.828.5167 or email [info@byc.ca](mailto:info@byc.ca) for more info

# REMEMBRANCE DAY CEREMONY

*We Remember*

**Sunday, November 11**  
at 10:45am sharp at the BYC flagpole

Details to follow through club  
emails and posters

Members & Guests welcome

This year a plaque is to be unveiled honoring the memory of the 5 airmen who were killed when their Canso aircraft crashed nearby on July 23, 1945. Their sacrifice allowed us to maintain our freedom.

No reservations needed. Call the office at 613.828.5167 or email [info@byc.ca](mailto:info@byc.ca) for more info

## **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 2019.

**Nominating Committee Members:** D'Arcy Craig  
Tom Clairmont  
Angela Hussey  
Sean Johnston  
Malcolm McHattie  
Guy Perrin

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.

<b>COMMODORE</b>	<b>Rob Braden</b>
<b>VICE COMMODORE (Harbourmaster)</b>	<b>Al Malo</b>
<b>REAR COMMODORE (Projects)</b>	<b>Guy Grimard</b>
<b>FLEET CAPTAIN (Determined by Sailors)</b>	<b>Aaron Middleton</b>
<b>HONORARY SECRETARY</b>	<b>Kevin Bundy</b>
<b>HONORARY TREASURER</b>	<b>Randy Tivy</b>
<b>DIRECTOR (House and Grounds)</b>	<b>Alan Galley</b>
<b>DIRECTOR (Membership)</b>	<b>???</b>
<b>DIRECTOR (IT)</b>	<b>Trevor Pillon</b>
<b>DIRECTOR (Youth)</b>	<b>Lisa Shishis</b>
<b>DIRECTOR (Marketing and Public Relations)</b>	<b>Trevor Clark</b>
<b>DIRECTOR (Tennis) Determined by Tennis Members</b>	<b>Marion Xhigness</b>
<b>DIRECTOR (Social)</b>	<b>Sue Levesque</b>
<b>John Morrow assumes the position of Immediate Past Commodore</b>	

Yours sincerely,

D'Arcy Craig  
Chair, 2019 Nominating Committee  
Saturday, September 15, 2018

**THE BYC PATRON'S AWARD**

from – Rob Braden  
Commodore



I noted that the new Award and the reason for creating it was covered at the very end of the evening at our last AGM. A lot of people missed the explanation and for the Members not in attendance, here is a little background on the why and wherefore of the new BYC Patron's Award.

I am sure that, like myself and the other Board Members, you have been to many of the Celebrations of Life, held at BYC for long standing Members. Eventually someone will express how much BYC has meant to the recently passed, and how much of their life revolved around the Club.

The Board feels it would be nice if we could recognize Members before they pass for exactly that. Show them that their dedication to the Club is such a great place.

It's not the huge sacrifices or incredible commitment of time and or resources that we are speaking of here, for that we have the Honorary Life Membership award. It's not the recent efforts or volunteer work that someone has done and rightly deserves recognition for, for that we have the Commodore's Award. This is for the longtime Member who, through their efforts, helped create the atmosphere and caring community that is at the

heart of why BYC keeps its Members for so long.

Someone who receives the HLM would not later receive the Patron's Award. Someone who receives the Commodore's Award, might, also receive the Patron's Award at some time in the future.

This award fills the gap between the HLM and the Comdr's Award. The logistics of the awarding of this award are as follows, as adapted from the current regulations (2.9.1) for the Commodore's Award:

The Britannia Yacht Club Patron's Award(s) shall be presented to Members in recognition of continuing, outstanding personal contributions made to, or on behalf of the Club.

- The Award(s) will be presented at the discretion of the Board of a Directors, at the Annual General Meeting of the Members. At its discretion, the Board may make up to three (3) awards in any given calendar year.

Any two Members in good standing may recommend another Member in good standing to be considered as a candidate for the BYC Patron's Award. Candidates for the BYC Patron's Award will:

- (a) be a Member of the Club in good standing;
- (b) not be a current Member of the Board of Directors; and
- (c) been a Member for 25 years with at least 20 continuous years.

The Board of Directors will, by vote, approve those candidates who will receive the Award.

Recommendations for this award with accompanying justification should be made in writing to the Honorary Secretary, c/o the Office, not later than the second Friday of October each year.

**IN MEMORIAM**

It is with the most profound sadness that we report the death of long-time past member

**DOUG CARMAN**

Saturday, August 11, 2018  
at the age of 101



The Board of Directors and Members of Britannia Yacht Club extend their deepest sympathy to his Sons John and Bill (Tina), Daughter-in-Law Leslie, Grandchildren Elizabeth, Allison, Kayla and Jessica, and all his manv, manv friends.

Award: New dedicated design of pin that can be worn by the Member.

Examples of reasons to nominate a Member may be, but not limited to:

- (a) volunteer effort – Board/Jr. Club/long standing committee involvement;
- (b) individual effort - the Member has a history, without any fanfare, of taking on a project like the upkeep of an area of the Club, aid other Members in their need of boat maintenance, support and education of sailing/ tennis / waterfront activities;
- (c) long standing tradition of campaigning their boat at regattas away from the Club and representing the Club in an exemplary fashion and in the spirit of good sportsmanship;
- (d) recognition of success at away regattas during their life time;
- (e) leading the Club into new directions and/or unfamiliar paths that bring credit to the Club."

## Tennis Report

from - Marion Xhigness,  
Director

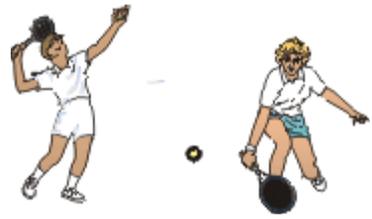


**I** would like to comment now in my role as a BYC Board Member in my second year. Last year, our focus as a Board was governance and looking at the Asset Maintenance Plan (AMP) to responsibly and fiscally deal with the maintenance of multiple projects of diverse nature around the Club. I am hopeful 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 for tennis, sailing, harbour maintenance or the building and grounds, or any other aspect we dream to include in our 'BYC life.'

This year in addition to setting a target for more junior programming, and court re-surfacing, I am in the initial stages of looking at waste management here at BYC. I wanted to put some effort into something that would impact all members of the club and hopefully resonate for ages forward. Since we are outdoor enthusiasts at BYC, it seems an easy fit that we should be leaders in taking the environment and sustainable practices here seriously. As I have started to ask questions, I have learned there is a lot at the BYC that we can do to improve our practices to be more environmentally sustainable. As I started to

ask questions, both at the club level and with the municipality, it became clear this is too big for one volunteer to take on. I hope we can start with just a few small things that won't cost the club money but will help shape both our business practices as well as our individual practices here at BYC to become more sustainable. Currently there is no recycling program that we as a Club participate in other than the efforts of a few volunteers to set up small recycling bins which they personally empty. We also recycle food oils for a fee. We pay for waste to be removed. There is no city program that we currently can participate in. I encourage all members to ask their candidates in the upcoming municipal election what kind of program solutions for a business and tourist destination such as ours they would work to get in place! Having Take it Back bins or a Hazardous Waste depot nearby would be helpful as a start. Manpower to sort waste is needed. Starting with a volunteer dedicated to taking our fluorescent lights to be disposed of alone would keep some harmful mercury out of our garbage mountain where it leeches back into the Ottawa River, our prime source of enjoyment here at the BYC. Perhaps having beehives on our roof would be an easy initiative ...In any case, I would like to initiate a BYC GREEN TEAM. If you are interested in helping shape BYC sustainability, please contact the office. Other BYC members have tried to initiate environmental change in the past. I think they got lost in the paperwork of the attic as lone files. It is imperative that we work together as members to achieve anything for the club. We have seen that we do this well with the latest storms and rebuilding of the wall for high water management on the west side of the Club, so I am hopeful we can support each other's project ideas in the future for the common health of this great club and the Ottawa River at large where the environment is concerned. Please consider joining the BYC Green Team! Check out 'Sailors for the Sea'

[https://www.youtube.com/watch?v=xf0\\_wtkdM3o](https://www.youtube.com/watch?v=xf0_wtkdM3o)



Two proud Jr. program Laser sailors, Maia Kazmer-Shishis & Isabel Foy meet Laser designer Bruce Kirby

## IT'S BACK

Breakfast at Britannia

9:30 TO 11:30 A.M.

SUNDAYS

STARTS

SUNDAY, NOVEMBER 18

PREPARED AND SERVED BY  
FELLOW MEMBER VOLUNTEERS



**Introduction to the following article**

by - Rod Miller



Over the course of the Britannia Yacht Club's 131-year history there have been good times and bad times. The worst time was 100 years ago when the Boating Club, as it was called back then, went up in flames. The Club and all records were lost.

During the bad times there always seemed to be some group or some individual that would come to the fore to lead the Club by thinking outside the box and righting the ship. These people I would classify as the kingpins of the structure.

It was with great sorrow to learn of the passing of one of these people. On August 11, 2018, Doug Carman died at the age of 101. On hearing of this loss, BYC member Bruce Kirby (inductee into the Canadian Sailing Hall of Fame, inductee into the United States Sailing Hall of Fame and recipient of the order of Canada) wrote the following about Doug Carman.

.....

### **DOUG CARMAN PUSHED US OUT OF THE NEST**

by – Bruce Kirby



Although I didn't realize the significance of it at the time, my latter teens coincided with the resumption of national and international sailing following WW II. If the all-consuming fighting had lasted another two years I would have been in it. The long war had virtually stopped big time sailing throughout the world but had not blunted the enthusiasm of the racing sailors who wanted to pick up where they had left off at the end of the 30s or to follow in their fathers' footsteps by getting into the thick of serious sailing. It was time to put devastation of war behind and find ways to compete without harming, and to party without the fear of tomorrow.

The first time we at the Britannia Boating Club - later to become the Britannia Yacht Club - sailed outside our beloved stretch of river west of Ottawa was in 1946 when I was 17. The event was the inaugural regatta of the newly formed St. Lawrence Valley Yacht Racing Association (SLVYRA) and was held at Pointe Claire Yacht Club on Lake St. Louis, 20 miles west of Montreal.

At Britannia we had been sailing a mixed bag of 14-foot dinghies. Left over from pre-war days were three lap strake gaff headed cat boats, one built by the Peterborough Canoe Company and two little gems from George Ackroyd of Toronto. We also had two Charlie Bourke designed Marconi rigged catboats, carrying beautiful Sitka spruce masts with 140 sq. ft. of sail. These boats were seriously fast, especially upwind in moderate conditions. They were low, very fine forward, but carrying 5.5 feet of beam aft to provide an excellent hiking platform.

The queen of our fleet at the time was the Bourke designed 1933 International 14 Lady Esther. She was Charlie's and Canada's first International 14 and Bourke-designed dinghies went on to dominate the class in North America for many years. Lady Esther was not as light as the newer 14s and not as flat aft for planing, but she was sailed impeccably by Doug Carman, a slim, quiet spoken engineer.

In the International 14 fleet at that first "outside" regatta at Pointe Claire, Doug, In Lady Esther, with David Kirby crewing, won every race, and Professor Jemmett of Kingston - one of the finest gentlemen in my sailing experience - was second each time. At regatta's end "the Prof" said "I kept waiting for Doug to make a mistake, but he never did."

When Doug brought Lady Esther to the BBC in 1940 it marked the beginning of our club's effort to broaden our horizons. Although this move did not occur until that first SLVYRA event in 1946, by introducing the 14 to our fleet Doug lifted our sights beyond the rag tag fleet of 14-foot catboats that our members had been sailing.

Lady Esther did not accurately follow the class rule that was still being developed by the British, Canadian and U.S. associations. She had wider side decks than the final rule allowed, and she was quite a bit heavier

than the 225-pound minimum of the new rule. But she was so meticulously sailed that she frequently beat the newer boats in moderate air. (In the many years Doug owned Lady Esther he was never able to find where the name had come from.)

Just after war's end four Britannia members - two of whom worked at the National Research Council test facility east of Ottawa - built four International 14s in the facility where Canadian engineers and scientists had been working on the continuing updates of the de Havilland Mosquito fighter/bomber. This small plane was constructed of hot molded plywood baked in a big pressure oven called an autoclave. The fuselages and wings were formed of laminated Sitka spruce and birch and they sported twin Rolls Royce Merlin engines (Spitfire engines). The Mosquito was the fastest airplane in the world until the German jets came along at war's end. The Mosquitos were built in the U.K., Canada and later in Australia and served in many war zones long after the end of WW II.

The NRC director gave a quiet wink to Jack Noonan, which was the signal to go ahead with the dinghy plan. Jack contacted Charlie Bourke who sent a set of 14 lines to him and encouraged him every step of the way. The four dinghies were works of art, embodying Charlie's latest thoughts on hull design with clever structural engineering from the NRC group. They were by any measure the strongest and stiffest 14's ever made. When Charlie visited the facility in Ottawa he was so excited about the boats that he asked them to build a special one for him, with the outside layer of mahogany laid fore and aft rather than diagonally as in the first four hulls. It was a true gem and later was bought by Colin Ratsey of the British/American sail making family and ran up an impressive list of victories in the late 40s and through the 50s.

At our club the NRC boats were owned by Jack Noonan, Skip Huddleston, Cam Jones and Gerry Letourneau. Gerry moved to Montréal with his boat just as the project was finished.

But these 14s, along with Lady Esther, catapulted our club - carefully hidden out of sight of mainstream yachting - into the international arena.

In our first major regatta after the 1946 event at Point Claire, we went to Royal Canadian Yacht Club in Toronto in 1947 to sail against a 30-boat fleet that included Bill Gooderham, Paul McLaughlin, Charlie Bourke, Jack Wright, Shorty Trimmingham (Bermuda) Colin Ratsey (U.S.A.)

Again Doug Carman took Lady Esther with brother David as crew, and I was overjoyed, at the age of 18, to be sailing Jack Noonan's Ebbo with Jack as crew.

The first race of that regatta remains one of the highlights of my dinghy career. With a reaching start (they sometimes did it back then) and 8 to 9 knots of breeze, the two Britannia boats started at the leeward end of the line to get a better sailing angle, pulled away from the fleet and rounded the first mark with Lady Esther first and Ebbo second. The two of us pulled further away on the beat as we sailed into a strengthening wind, and held.

On the RCYC lawn after that race I was walking behind Jack Wright and Charlie Bourke and heard Jack say, "OK, OK but they can't be THAT good." And Charlie Bourke was chided for having not improved on Lady Esther in 12 years. Although we had made our competition take notice, Britannia did not hold up during the rest of the regatta. Next day it was blowing hard from the east and on the way out to the course the mast of Ebbo folded at the lower spreaders when the lower diamond stay parted. Jack and I were out of it and with the strong winds that prevailed for the next two days Lady Esther was no match for the newer, flatter planing boats, and dropped to fifth. The regatta was won by Paul McLaughlin, who went on to represent Canada in two Olympic Games.

Later that summer Doug Carman and I borrowed Ebbo and drove to Essex, Ct. to meet and race against more of the sailors we had only read about. These included Dick and John Carter from Boston and Eric Olsen, a really good guy; and we once more ran into Colin Ratsey and Shorty Trimmingham.

It was my first sojourn out of Canada and my first experience with salt water and tide and tide and tide. We raced on the Connecticut River off Essex about 10 miles upriver from Long Island Sound and the water just didn't want to stay still. It rushed up river for a while and then turned and rushed down river. After the practice race I buttonholed Eric Olsen and asked him to tell me which way the current was going to be moving at the start and when it's going to change and go the other way.

That input helped a lot and, if Ebbo hadn't once again lost a lower diamond stay in the first race nearly causing loss of the rig again, we would have had a good regatta. It took us that race and the next to get back on the water.

The event was won by Dick and John Carter. Dick Carter later became one of the leading designers in the days of the IOR.

Even though we had not mounted the podium in 1947, at least the 14 sailors of Toronto, Montreal, the U.S.A. and Bermuda knew there was a club on Lac Deschênes where the sport was taken seriously.

Our sailors owed their entry into national and international yacht racing all those many years ago to the enthusiasm, dedication and generosity of Doug Carman. He didn't just make it happen, he simply would not let it NOT happen.

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# Between the Sheets

## NEWS FOR BOATERS - RACERS AND CRUISERS October 2018

"Unlike physical attraction, when you see a really good sailor, you don't have to feel guilty about imagining the two of you sailing together." - CURMUDGEON'S OBSERVATION

### **DON'T FORGET**

**FROSTBITE RACE (FUN)**.....Sat. Oct 13  
**PRESENTATION DINNER**.....Sat. Nov **10**  
**REMEMBRANCE DAY REGATTA (FUN)**...Sun. Nov 11

### **CLASS 5 NEWS**

by – David O’Sullivan, Class 5 Rep.



I apologize - it's been a while since my last article, but I hope you've all had a great season!

Just a reminder, if you are still not using raceqs ([raceqs.com](http://raceqs.com)) I highly recommend you do. It's a great learning tool for all levels of sailors and if nothing else the race replays are fun to watch! Please feel free to email me if you have any questions or if you need a hand getting started.

The awards banquet, Saturday November 10, is a great time to swap stories and catch up with your crew mates. I hope to see you all there!

Feel free to contact me, I'd like to hear from you! I can be reached at [class5rep@byc.ca](mailto:class5rep@byc.ca)



### **C&C 27 REPORT**

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



Seven boats and nearly 40 eager sailors lined up at BYC on Saturday Sept. 15 to participate in the first Ontario Championship to be held at BYC.

While the boats were tuned and rigged, sailors were anxious, race officers ready to set the course, protest judges lined up.....an important guest never showed up, and that was the wind. From 9 am to 3 pm the wind played the game of cat and mouse. It showed a slight promise that it would arrive and got everyone hopeful, only to vanish again. So, when there's no wind guess what sailors usually do, see picture below.

When it was clear that all the wind in Canada joined forces to hit North Carolina, the race was cancelled. So, while I was hopeful to report here the results of the race, I am sorry, nothing to report at this time. Don't lose faith- it will happen later.

However, the only positive thing of the day was the delicious food table the staff prepared. Thanks to Paul Moore. Competitors and spectators enjoyed the food.



**WINDSURFING REPORT**

From - Suzanne Roberge



**T**his was one hot summer! We were out on the water as early as May 30th but after that it took a few weeks before we went out again. I count 16 races spread out on about five Wednesdays.

On September 8th, we had our BYC Open Regatta with 6 participants (5 members and 1 guest). Kirk Robertson kindly volunteered to be our Race Committee, and with the help of one staff and one windsurfer (on the injured list), he managed to run 7 races in very fluky wind. The race course could not be changed as often as the wind changed so we had to adapt, which made for very interesting racing! As one participant said, "each racer racing in his/her personal micro-climate-wind area". And most races saw all of us starting on a port tack.

Thank you, Kirk, and thank you Devon Bergeron and staff for another great summer on the water.

**WOMEN, WIND & WAVES**

by – Ruth Martin – Women's Fleet Rep.



**A** dozen keelboats headed out on the Queen's Park course during the first Interclub Women's Up-River Race on Sunday, August 19. It was a great afternoon to sail given good winds and steady sunshine.

With a wide range of keelboats sailing the Queen's Park course, it was an active women's up-river race day. After the race, 48 of us shared our experiences over a family BBQ dinner back at the Club. Our thanks go to the BYC team for ensuring that the facilities, food and service were enjoyable.

Many thanks to the Chandlery for generously donating gift certificates for the winners in each Fleet. Two BYC boats took home these awards: Thumper (Uncoached

Fleet) and Kokopelli (Coached Fleet). Full race results are posted on the BYC long-distance race page.

This year's turnout suggests that there would be enough interest to make this women's up-river race an annual event. Let me know what you think over the coming weeks and months - would your team/others you know - participate in 2019; what format would you recommend; do you have suggestions to improve this event?

In Series II of Monday night racing, there were 9 BYC boats among the 23 that participated. This was the first year that the women's sailing season was extended to finish the same week as Tuesday and Thursday racing.

So, this year's season kicked off on May 28 and the last Women's race was scheduled for September 24. Following up on last year's well-attended interclub banquet at BYC, NSC extended an invitation to us to join them for a shared year end celebration on the following Monday evening - October 1.

For 7 of BYC's racing teams, this season was a success as the result of boat loans and/or coaching volunteered by other members. We appreciate the efforts of all who generously supported women's racing in 2018 including:

- boat owner coaches Al Malo, Mike Fahmy and Kirk Robertson;
- boat owners Mike O'Sullivan and Brian Williamson; and
- coaches David Foy and JP Landart.

Awards for both Monday night racing and the Women's Up-river Race will be presented at BYC's Presentation Dinner. This year's awards dinner will take place on Saturday, November 10. The Clubs will be working together over the winter on our shared interests for the 2019 racing season. One topic for discussion is whether to continue the 2 separately scored classes within Monday night's Fleet 1 created this year on a trial basis. In 2018, Fleet 1A covered uncoached boats with a PHRF rating of 200 or less while boats with a PHRF greater than 200 were assigned to Fleet 1B. Your feedback on whether this split should be continued or revised is welcome.

Another subject for interclub review is the protocol for sharing race postponement and cancellation decisions that are made onshore. Traditionally, the NSC officer in charge calls the BYC bar when Monday night race decisions are made onshore. We experienced 2 weather-related onshore cancellations in July. Adding direct communication between the NSC and BYC Women's reps sped up sharing this kind of race-related information with skippers.

If you have suggestions for Women's racing in 2019 or any questions, contact [womensrep@byc.ca](mailto:womensrep@byc.ca).



**BYC RACE COMMITTEE LIAISON**

From - Tony Latus



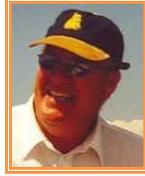
**T**he revisions to the new Club Race Officer Duties and Guidelines instructions, made over the course of this race season, seem to have had positive effects. The RO Duties were written to give guidance to the Race Committee staff at BYC on the methods and procedures to be followed. The document, available at <https://byc.ca/> provides you 'background info' on the decisions and actions taken by the Race Committee. I know people are reading it, because of the various discussions that have occurred post-race. Overall, racing seems to be running more smoothly than at the beginning of the season, and I now receive only minor points or enquiries.

Nevertheless, as your appointed Race Committee Liaison Rep, any significant observations, comments, questions or complaints about Race Committee procedures or actions (and by significant I mean that there really is something to take for action, and it's not just a casual remark), these should be directed to me first and foremost. I will investigate anything that cannot be addressed immediately, contact members of both the Sailing Committee and other relevant personnel as necessary, and get back to you with answers and responses.

In closing, I would like to thank all the racers and skippers who took the time to bring up points intended to make racing better and more satisfying for all. I would also like to thank all the staff of the Race Committee for their consistent efforts to meet the demands and needs of the various fleets and classes. I believe this new communication link, the RC Liaison Rep, has been a success and I would strongly encourage it's continuance as a part of the BYC Sailing Committee's positions next year. I wish you all a very enjoyable end-of-sailing-season and a safe haulout, and look forward to meeting next year's RC Liaison incumbent with great pleasure. The job comes with a special shirt, pictured above.



from - Kirk Robertson – Handicapper & Jury Chair



**PHRF** - As a result of re-measuring all the racing Laser 28s, it was realized that the handicaps were in error. Last update I had suggested that all results for class one would be re-calculated; not certain this has or will be done. The extra 7/8 measure for mains becomes mandatory in 2020.

This winter PHRF will again discuss JAM deltas; so there may be a change in the Spring. PHRF also introduced a "new" translation formula to TOT values; use of this formula will be discussed between clubs over the winter.

With sail measurement now required to 1% accuracy; there is some confusion among "one-design" classes. One option is fix ratings for one-design boats or limit their high rating to some standard. Pretty sure it will be discussed in meetings between the clubs.

**RUST Series** - Boats taking part are scored according to National Handicap for Cruisers (NHC) rules. Each race, in which a boat has a finish, has its handicap modified for the next race according to the formula described on the RYA website. The general idea is that the boat that performs most consistently will win a series.

On September 12, there were 14 boats racing with a rabbit start. The rabbit start is a success; but next year we need to get more rabbits. We may need to rethink finish reporting over the winter; it is getting a little complicated.

**Canadian Optimist Championship** - You will be hearing a lot about this championship due in August 2019. What I would like sailors to keep in mind is that we will need umpires and on-the-water juries. The Club plans to hold courses on all aspects of on-the water juries this winter and next spring. If you can help, please sign up for the courses when they are announced. A reminder, sailing has no 'age of majority' - if you know your stuff, you are



## CRUISE WEEK

by – Catherine Trinkwon



**C**ruise Week 2018 (July 15-20) was another fun week in the sun and great heat with temperatures over 30C every day. This year, eighteen boats joined the fleet. Crews included new boat owners and new sailors, people who've cruised and raced throughout the world, racers, delivery crew, and even world circumnavigators. In addition to our usual sponsors – BYC and the Chandlery – North Sails also donated hats, T-shirts, sail ties, and more.

As in past years, we started the week with an onshore BBQ at Pinhey's Point. We welcomed back long-time BYC cruisers Dan and Melodie (Veritas), and welcomed Cruise Week first-timers Commodore Braden and Sandy (Maelstrom), Ian and Maryse (Persistence), Jay (Bermuda), and Kenn and Angela (Casual Elegance).

We shared a variety of appetizers and beverages and caught up over a great meal. The World Quyon Bocce tournament trophy was displayed proudly, and the second edition of the Nautical Skills challenge was issued: those who complete any 3 of heaving to, 720 turn, 2 COB drills (starting under sail), reef/shake the reef, rig a gybe preventer, and sail wing on wing, would be entered into a draw for a gift certificate from The Chandlery.

At the BBQ, we handed out beverage cozies or sunglass keepers. The cozies were put to work immediately. Here's our watered and fed group at the BBQ.

Long into the evening, socializing continued on several boats. Maelstrom's snack and beverage supply was wiped out by many hungry and thirsty guests. This was Commodore Braden's and Sandy's initiation by the Cruise Week gang. A lengthy oar length debate provided laughs.

On **Monday**, the fleet completed a downwind drift in a 6-8kn east wind to Baskin's. Several boats started their Nautical Skills checklist. After lunch, a swim, and a snooze, we headed ashore for the World Quyon Bocce tournament. Eight teams played compressed matches to 8 points on "off-road" terrain. It was an afternoon of spoking, kissing, and lagging. The competition was fierce! As teams were defeated, they were given swag to ease their pain. Thanks to Referee Don for keeping us honest with this trusty tape measure. Congratulations to Team 8 winners Byron, Karen, and Andy, who received Chandlery gift certificates. Runners-up: Team 5 – Jim, Carolyn, and Marion. Storm clouds rolled in as we concluded the awards ceremony. It was a wet dinghy ride, but the downpour was brief. After dinner, socializing resumed across the fleet.

On **Tuesday**, the fleet made the 5 NM skip to Mohr Island. The 16-20kn NW wind was a fun beat, with 28-30kn gusts to keep us on our toes. That afternoon, the group enjoyed swimming and relaxing, mentally preparing

themselves for the next Happy Hour: a "blind" wine tasting. Grande Dame and Spallpeen hosted. We sampled a white, a rose, and several reds. Emotional Rescue's homemade red was popular. Insightful comments from our would-be sommeliers included, "Lucky Lust Love" and "Mr Lucky! Happy!". The final bottle puzzled everyone – was it spiced rum? Sherry? Revealing a bottle of Canadian Club stunned the group, especially Byron, who'd been saving it for the Scotch and whiskey tasting. Oops. At dusk, Jane dreamily danced on Zephyr's bow while singing along to Jim Cuddy. Later, over the VHF, Professor Sunday gave us an astronomy lesson about finding Jupiter and Venus.

On **Wednesday**, wind direction and whim determined it was worth staying at Mohr Island. But the quest for thirst-quenching beverages (and ice) took some of us to Quyon. We provisioned and enjoyed fine French food-truck fare. Back at Mohr Island, we swam and relaxed. Happy Hour was a raft-up of Wind Song IX, Talon d'Or, and Inception.

On **Thursday**, the group headed back to Pinhey's. At Happy Hour, Danalee, Zephyr, and Emotional Rescue rafted up for Scotch Tasting. We sampled about 7 scotches. After a late dinner, Bob and Byron boisterously yodeled well past their bedtime.

On **Friday**, most boats returned for Caribbean Night, while a few stayed out longer.

We had great prizes to hand out for many random events, including:

- **MacGyver** award: Wind Song, for creatively replaced a broken oar lock with one made of line.
- **Old School nav skills** award: Casual Elegance, for depth-sounding with the lead line the entire week because their depth sounder was broken.
- **Nautical Challenge** winners: Boats who completed the skills but didn't win the draw were still rewarded for their efforts. Casual Elegance, Emotional Rescue, and Inception. Nick (Southern Cross) won The Chandlery gift certificate.
- **Sailor Most Glorified by a Limerick**: Dave, glorified by Karen.

This year, we awarded a grand prize in the spirit of the **2018 Golden Globe** race. Jay Langlois (Bermuda) successfully single-handed the entire week. He was delighted to receive a North Sails bucket full of goodies. The people make Cruise Week special. Spending time on the river with this group forges new friendships, strengthens long-term ones, and generates many laughs and fond memories.

Many thanks to BYC, The Chandlery, and North Sails for supporting our club's tradition.



Team Winners  
Byron, Karen & Andy



Single hander Jay with  
North Sails goodies bucket



From Tony Latus – your Trusty Rusty Rep.

**IT'S RUST, or BUST!!** As with everything RUSTy, once it gets started it just keeps on growing, and this race series is far from being a bust. The *Retired & Unemployed/Under-Employed Sailors Trophy* series has been a hit, and is now at Race #14, with 24 registered competitors. As of this writing, we have had 14 boats on the start line, everything from CS30s, C&C27s, Mirage 24s, Bluenoses, Tanzers and Sharks, to Finns and Hobie Cats. They come from BYC & NSC, plus other clubs a few times. We had hoped to see a swarm of Lasers or Optis 'drop in' one day, from the Youth Program, but that will have to wait until 2019. Maybe some of them could get a teacher's note for a Fall Essay Project and still show up before the end of the Series on September 26.

**For those who have not yet tasted the sweet nectar of RUST-racing,** the SSI is available at: <https://byc.ca/sail/13-sailing/148-the-rust-cup-series>. One of the very satisfying features of the RUST milieu is that after the race, the entire RUST group tends to coalesce around a single area at BYC to socialize and conduct the race post mortem. This feels quite different from the evening and special event races, when skippers & crews tend to gather according to their boat. Listening to the race talk, I often feel as though we were all in the same boat together and are all part of one very large crew. Of course, under these circumstances, buying the next round of beer is a decision requiring considerable forethought and discretion.

**The Rabbit Start** process is working very well, and while all the racers are getting their timing down nicely, the Rabbit tends to end up getting kicked in the butt, whenever it has to pull a downwind start line, and ends up leeward of all boats (for a while anyway). On the plus side, we now have almost an entire Olympic Circle of private race marks back on the Bay. This offers the option for a different

course shape and orientation in times of North, South or East winds. So far for 2018, we have had a few 'reaching races', which are actually quite fun, with luffing matches and other shenanigans keeping people amused, but now we can also get proper windward/leeward legs when we want to. At the end of the season, I will be conducting an info-gathering poll of the racers, in order to improve the SSI for next year. I'll keep everyone posted as things progress, and suggestions from non-RUSTers are welcome.

**The RUST trial of the NHC** handicap system continues extremely well. NHC (National Handicap for Cruisers, sponsored by the RYA) is an innovative algorithm-based system that re-calculates handicaps after every race, thus incorporating an element of crew performance along with the basic boat data, such as sail area, tonnage, waterline length, etc. Kirk Robertson has successfully implemented NHC for RUST, and at some point hopes to retrospectively re-score the races using PHRF-LO for comparison purposes. The beauty of NHC is that the algorithm remains in charge; you can't appeal it, or argue with it, and it can't be twisted and tinkered with if someone is unhappy. Anyway, all the RUSTers are watching the scoreboard with much interest, as the handicaps change slightly after each race, but there have been no negative comments or anomalies, when racers might scratch their heads and say: "well, that just ain't right!". Kirk and I plan to give a more in-depth update on how it all worked out, at some point near the end of the season.

**In closing,** once again thanks to the Sailing Committee and Board of Directors for the adoption & promotion of the new RUST Series. I think it can be called a real success: the sailors are having fun racing, folks are still signing up, even right at the end of the season, and we see all manner of boat classes out there going head-to-head. If you haven't tried it yet, check out the race results list at <https://byc.ca/sail/race-results> and talk to one of the RUSTers listed. Hoping to see you at the start line in 2019!

## PRESENTATION DINNER

SATURDAY, NOVEMBER **10**, 2018



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 2018

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Office Hours: Mon. - Sat. 10:00 a.m. - 6:00 p.m.

Food services: Meals available until 9:00pm Mon.-Fri.  
7:00pm Sat. & Sun.

Bar Hours: Mon. To Fri. - 4:00 - 11:00 p.m.  
Sat. & Sun - 11:00 a.m. - 7:00 p.m.

1	2	3	4	5	6	7
		Last Quarter		Private Event	Private Wedding	Private Wedding
8	9	10	11	12	13	14
Happy Thanksgiving Turkey Trot NSC CLUB CLOSED New Moon					BIG BOAT HAULOUT	 Private Event
15	16	17	18	19	20	21
				Karaoke		
22	23	24	25	26	27	28
		Tennis Awards Dinner Everybody Welcome 6:00 p.m.	Full Moon	 Halloween Party Dead Prophets	Tennis Work Party	Junior Club Halloween Party
29	30	31	 Halloween Jacques Adams River Challenge Closes			

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

# Britannia Yacht Club Activities Calendar

# November 2018

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

## STARTING NOV. 1

Office Hours: Mon. - Fri. 9:00 a.m. - 6:00 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	4
			ALL SAINTS DAY			End of Daylight Saving Time
5	6	7	8	9	10	11
					 PRESENTATION DINNER	 AN ACT OF REMEMBRANCE 11:00 A.M. SHARP REMEMBRANCE DAY REGATTA (FUN)
12	13	14	15	16	17	18
	Movie Night 7:00 p.m. T.B.A.				PROM NIGHT	BREAKFAST CLUB STARTS 9:30 a.m. to 11:30 a.m. Al Malo's Team
19	20	21	22	23	24	25
	Movie Night 7:00 p.m. T.B.A.					Breakfast Club 9:30 a.m. to 11:30 a.m. Rob Braden's Team GREY CUP PARTY
26	27	28	29	30		
	Movie Night 7:00 p.m. T.B.A.				Full Moon	
			Last Quarter			

Monday Tuesday Wednesday Thursday Friday Saturday Sunday