

NEPEAN  
SAILING  
CLUB



**Nepean Sailing Club  
1979 to 1994  
The first fifteen years**



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**by**

**Mo Laidlaw**

Nepean Sailing Club,  
Nepean, Canada  
1996



In September 1994 Brenda McCrea asked me to write the club's history as a fifteenth anniversary project. After some hesitation I agreed, thinking that it would only take a few weeks, now that my son was in kindergarten. Brenda soon delivered an enormous box of files, photo albums and audio tapes that she had gathered over the previous two years. In the months that followed I enjoyed the photos, struggled with the minutes of board meetings, skimmed through old *Telltales*, almost gave up with the tapes, and tried to make notes that were more than just a list of what happened. By summer 1995 I had started writing, and in the fall the text was reviewed, and production started (scanning pictures, page layout, details and worrying if my computer had enough memory).

This history is biased due to the availability of information. (Historians may already have suspected this.) Some people were often in the news. Other, quieter folk, may have donated as many priceless hours of their time to the club. There are gaps, with some years less well documented than others. Some events were promoted beforehand but never written up afterwards. There may be errors. I have tried to deal fairly with both sides of conflicting accounts where these occurred. As for omissions, if **you** know of some event that has been missed, please write it down in as much detail as possible, with supporting photographs where possible, and pass it to the club archivist... For the future, keep writing articles for *Telltale*, taking photographs (with a copy for NSC), and have fun sailing.

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This history, particularly the early part, owes much to the article by Michael McGoldrick that appeared in *Telltale*, June 1994, to mark the 15th anniversary of NSC. Thanks, Michael.

Thanks to Brenda McCrea for gathering most of the information and keeping me going. The club owes a lot to Roberta Hayley, Dolores Greig, Glenn MacIntosh and Pauline Sutherland for making collections of photographs, newspaper cuttings etc., mostly at their own expense. Thanks to them and to Judy Gauthier, Jacques Guérette, Keith Hobbs, Loraine Nicholson, Gerry Purchase, the *Ottawa Citizen*, *Carp Valley Press*, Nepean *Clarion* and unknown photographers for photos; to Bill Mantle for the green binder, Ted Eedson for clubhouse material, and Tom Winlow for the Wintario file.

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Mo Laidlaw, September 1995

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## 1. How the club started, 1978 to 1979

If you speak to anyone who was around when the Nepean Sailing Club signed up its first members, they will tell you that there was “absolutely nothing there” when describing the site.



In the late 1970s there was the embankment down from Carling Avenue, a few dozen yards of undeveloped land, followed by the shoreline of a shallow and very exposed corner of the Ottawa River. There was no breakwater, no harbour, no docks, no compound, no clubhouse. Dinghy sailors took their boats to Shirley's Bay or elsewhere to launch them. Those with keelboats went on the waiting lists (up to three years) at Britannia or Aylmer\*, except for a few who had put in their own moorings. These included Gerry Gravelle with his trimaran, Harold and Patti

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\* Aylmer Marina had been started in the early 1970s with federal grants from Small Craft Harbours. It was finished by 1976 and used to capacity by 1979.

Floysvik with their CS 22, and Dave Alexander with his Hobie 16.

Today we see a site and facility which compares favourably with that of any other yacht club in this corner of North America. There are now over fifteen hundred individuals on NSC's membership rolls, and hundreds of boats pour out of the harbour during the busy summer months. How did all this come about? Who started the club? How was a nondescript corner of Graham Bay transformed into what we now have in such a short period of time?

As the club grows and its ranks swell with new members, not everyone has a chance to talk to people who were originally involved in setting up NSC and who are still active club members. Here is the history of the club's first 15 years.

**NSC's story begins in 1978**, when several people working separately and together created the right conditions for the club to emerge. One of these was Brian Jeun-Conway who was chairman of the Eastern Zone of the Ontario Sailing Association (OSA) and Director of RA sailing at Dows Lake. Another was Bill Levesque of Nepean Parks and Recreation (NPR) who Brian first met in the early 1970s, when he took him for a sail in an Albacore on Dows Lake. Brian kept in touch with Bill, encouraging him to develop Graham Bay as a site for sailing. Together they made suggestions to the federal government Small Craft Harbours (SCH) as to how the site should be developed for sailing. The township drew up some plans for a marina. (Nepean became a city on November 24, 1978.)



1978, the sailing school

OSA started a sailing school in Graham Bay in summer 1978 (see also chapter 5). Bill Levesque provided a gravel ramp for easier launching. In the fall, Brian asked all the parents of students at the sailing school to call their aldermen, and on December 8th 1978, he wrote to every member of the newly elected city council with detailed reasons why they should vote in favour of developing a sailing club, pointing out that most existing sailing facilities in the Ottawa area were full.

Three more people were getting involved. Jim Leeson was a member of the Crystal Beach Community Association, and had raised the question of sailing facilities with its President. A community meeting had been held at Maki House to discuss sailing, and a survey of the participants was carried out. At this meeting Jim met Bill Mantle and Keith Cattell, who like Jim, lived on Harlowe Crescent. Keith had sail training certification. All three were dinghy sailors.

In November 1978 the Nepean township council rejected a proposal to establish a “marina” on Graham Bay despite the offer of free materials from the extension of the Queensway near Kanata. Supporters of the project did not give up. With the support of Reeve Andy Haydon, they managed to obtain the concession that the matter would be taken up by the newly elected council early the following year. But the new council had been elected to cut taxes.

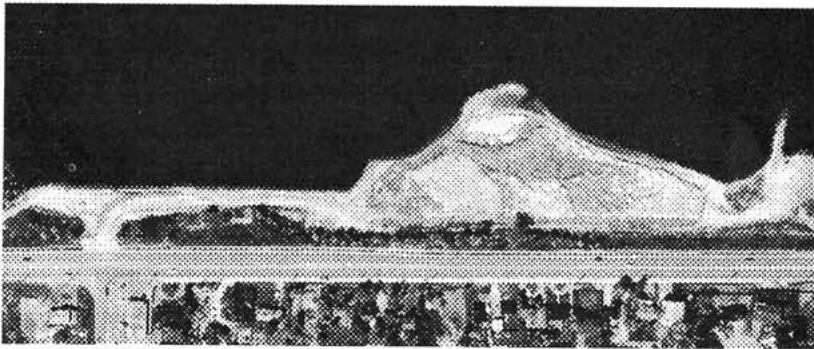
When the trio from Harlowe Crescent heard about the council’s rejection of the marina proposal, they decided to get involved. They met on November 21, 1978 at Bill Mantle’s house. According to Bill they found out that the Nepean council did not want anything to do with building facilities “so that rich guys could sit on their 30 footers drinking cocktails”. If they were to have any chance of selling the project to the council, they had to demonstrate that there was widespread community interest in sailing and that it was not an elitist sport. “We were pushing the line that sailing was a grass roots activity, and that it would attract the interest and participation of young people”, says Mantle.

With this strategy in mind, the group organized a “Community Sailing Meeting”, held on December 18, 1978. They invited representatives from all the Nepean community associations as well as others known to be interested in promoting sailing. (A sign-in sheet from this meeting is in the file.) The main subject of discussion was what to do next. It was soon decided that the best way of demonstrating community interest in sailing was to immediately establish a sailing club.

Three days later a document was drawn up listing the founding executive of the “Nepean Sailing Club”,

and identifying Bill Mantle as interim president, Roger Stacey as vice president /secretary /treasurer, Brian Jeun-Conway as advisor from the OSA, and including Walter Blandy (a former commodore at Britannia Yacht Club (BYC)), Keith Cattell, Bill Large, Peter Koelbleitner, Bill Gould, and Victor Wehrle as directors, representing local community associations. Others joined the steering committee later, including Bill Levesque from NPR. (See Appendix A for the complete list.) From this point on, the club under Bill Mantle's leadership became the focal point for efforts to lobby city council on the development of a sailing facility for Nepean. Deputy Mayor Al Loney advised Bill Mantle on how to approach the city. Bill attached a copy of the sailing survey from Crystal Beach to his January 5, 1979, letter to council that asked to make a presentation at the next council meeting.

On January 9, 1979, Bill Mantle went to the Nepean council meeting with his presentation, and convinced council that there was a lot of interest, and that the club would organize things, and do the work. Nepean council voted unanimously to commit \$90,000 toward the construction of a "sailing marina" on the Ottawa River. The federal government Small Craft Harbours division of Fisheries and Oceans, (SCH), would



The site, May 18, 1979.



contribute \$400,000 over three years to build a breakwater and dredge inside it, and it was hoped that the provincial government would match this. (By August 1979 Wintario had approved a \$16,000 grant and an application for a grant from Parks Assistance was underway.) Mayor Ben Franklin told the press that the site would be in use by summer, but that the first phase of construction would not be completed before 1982. The most ambitious proposal in the plan was to build a 300 metre breakwater to create a sheltered harbour. Then the harbour would be dredged to allow use by larger boats. The facility would be run by the recently-formed Nepean Sailing Club.

One of the first priorities for the club was a membership drive. Bill Mantle said they soon put out the message "Calling all Sailors" and went about organizing a sailing night at the Nepean Sportsplex with "films, food, and that sort of thing to generate interest in the club". The first board of directors was elected at the Sportsplex meeting. Gerry Gravelle was elected as commodore, he says because he had been mooring his trimaran in Graham Bay for the previous four years, and thus had experience sailing in the area. Another nine people rounded out the list of board members, including Mayor Ben Franklin, Alderman Hugh MacDonald, and Bill Mantle, who assumed the duties of past commodore.

Founding members Harry and Roberta Hayley became involved in NSC as a result of an evening walk





The first executive of NSC: Charles Elbourne, Bill Mantle, Mayor Ben Franklin, Harry Hayley, Bill Adams, Patti Floysvik, Keith Cattell, Gerry Gravelle. Absent from photo: Jack Wilson and Hugh McDonald (photo, *The Clarion*, August 7, 1979).

along the Ottawa River. They saw a fellow squatting over something black near the shoreline. It turned out to be Brian Jeun-Conway who was keying together modular sections of plastic docks. He told them about the new sailing club, and invited them to attend the upcoming meeting at the Nepean Sportsplex. Harry Hayley went to the meeting curious about plans to establish a club, and came home as NSC's first harbour master (rear commodore). Roberta kept photographs and newspaper cuttings between 1979 and 1984, which have been a valuable resource in writing this history.

In the first year, annual membership fees were \$50 for families and \$25 for individuals. A drysail space cost an additional \$30, while keeping your boat on a swing mooring in the unprotected waters of Graham Bay set you back \$40 a year. The club's assets consisted of little more than a few dozen feet of plastic dock and wire fencing around the compound. The city loaned the club a small hockey-rink trailer for the summer for use as the first clubhouse. If you wanted to moor your boat you

had to help put in moorings, each of which cost \$80. All the early people willingly put in hundreds of hours of work.

In 1979 there were 30 boats on swing moorings, made using concrete anchors and chains. The city helped build the small fenced area for the 23 drysail boats, so that boats could be left safely on shore. The West arm was started in 1979 and armoured in the winter.

During the early days, even the small accomplishments in establishing the club counted for a lot. Roberta Hayley said that members thought they were "in heaven" once they had the black plastic dock to land their tenders and dinghies. She also remembers how excited people were when the club's flag pole was

installed in time for the official opening ceremonies.

By the time the club was officially opened by Ben Franklin, with a ribbon-cutting ceremony on July 29, 1979, NSC had a membership of 120 families, a total of 350 individuals.



Commodore Gerry Gravelle and Mayor Ben Franklin cutting the ribbon (photo: Roberta Hayley).



Mayor Ben Franklin and Past Commodore Bill Mantle  
(photo: Roberta Hayley).

Bill Mantle and his associate Paul Gilbert, designed the familiar green and blue triangular-sail-shape logo for the club, which was presented to Mayor Ben Franklin at the opening ceremonies. Liz Gravelle made hand-sewn burgees displaying the NSC logo for each executive member.

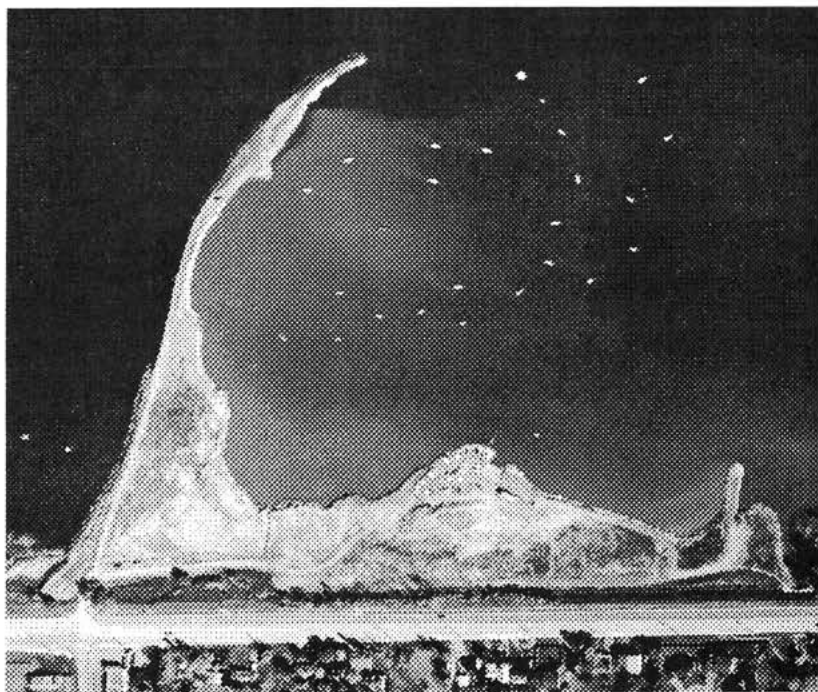
## 2. Building up the club: harbour and site development, 1980 to 1986

In October 1980 Bill Mantle wrote a “position and planning paper”, to stimulate discussion on the planning and development of the Stillwater Park sailing facility. It is impressive reading, because it is so comprehensive and foresees several future problems. He lists harbour requirements such as protection from wind and waves, fresh water, security, channel marks, and good visibility over the harbour arm, for a future harbour capacity of 300 boats 15 ft and over. A building would be required as headquarters for the operation. It suggests a maximum boat length of 30ft LOA, and 5ft draft, and minimum size for a wet berth as 15 ft, 350 lb. It suggests excluding power boats except for safety and rescue, because the club is a sailing club and the public ramp facility could be used by owners of power boats. It forecasts winter storage requirements for 400 vessels stored on cradles, close to the launch area and suggests the use of collapsible steel cradles. Volunteer help from members should be used to reduce fees. The site needs to be able to accommodate a large number of people when hosting regattas. Sail training programs should be provided on the site. To maintain continuity three or four of the eight members of the Executive should continue from one year to the next. Drysail members should not be neglected and should be represented on the executive and committees.

Building up the membership and developing a club identity is only half the story of NSC. The other half of the story is the construction of the facilities we see today. Bill Levesque, the director of planning and development for NPR, was working on plans for the

site before NSC existed, and has been very supportive of efforts to develop club facilities since then. Bill's assistance was very valuable. Improvements were made over several years, by planting trees or paving as resources became available.

In the summer of 1979 Bill Levesque described the construction of the 300 metre breakwater as a very ambitious undertaking. At the time he told the *Ottawa Citizen*: "We need 700,000 cubic yards of fill to complete it," adding "Each truck carries 10 tons, so you're looking at 70,000 trips. Since we don't want to buy fill, how quickly the dike is built depends on how well the construction industry is doing. If it is slow the site will move slowly. The whole project will move with the speed of the economy."



The site, October 10, 1980

Glenn MacIntosh collected aerial photographs of the site from 1979 to 1985. These show the progress of landfill and dock building.

**On 29 April 1980** NSC was granted status as a corporation without share capital. That year, 27 swing moorings were added, with anchors and chains, and the launch ramp was widened and paved. One of many memorable storms occurred in June, with high winds overturning two dinghies. The mast of one stuck in the river mud and punched a hole in the bottom of the boat. Mooring lines broke and two boats over 20 feet long ended up on the rocks, with slight damage. (The breakwater was not finished and the East arm not started). As usual when there was a strong wind, day or night, the members of the executive and other club members raced down to the club to help rescue boats. Two days later members with wet moorings were asked to attend a meeting to learn proper mooring techniques, with the suggestion that mooring privileges would be withdrawn from those continuing to use inadequate lines. In July, the club bought a 13 foot Boston Whaler with 25 HP motor as a rescue boat for \$5,087. A Wintario grant of \$1,723 helped to pay for it. Mayor Ben Franklin signed the club's bylaws in October.

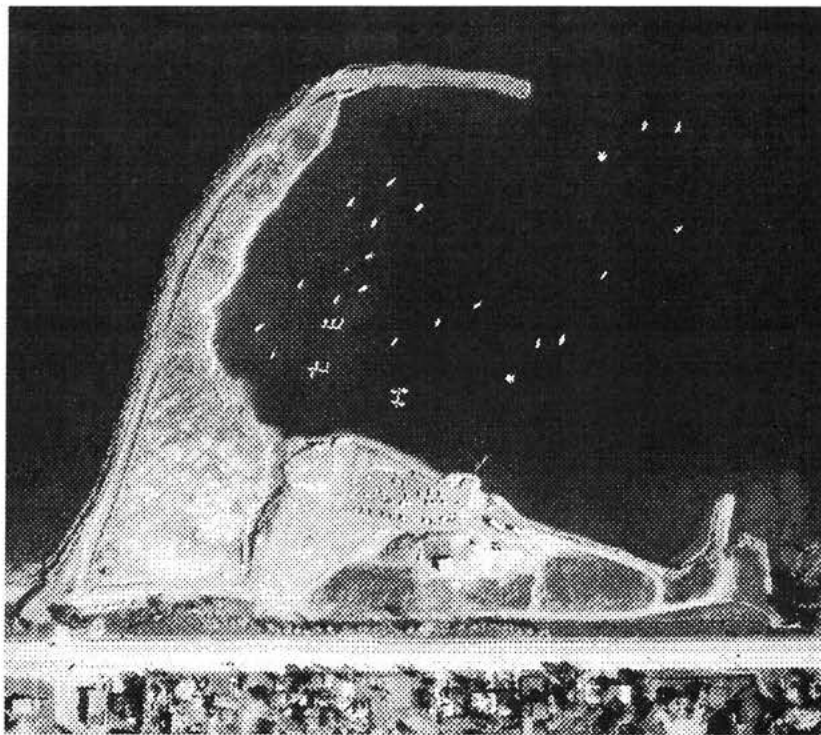
The club became a member of the Canadian Yachting Association (CYA) and its provincial counterpart the Ontario Sailing Association (OSA) in 1980, supporting the Olympic sailing program and sharing in recreational, racing and sail training programs.

**A new fee structure was brought in for 1981.** The city had signed a lease for the water lot with the federal department of Fisheries and Oceans. The fees for wet moorings as set by the Fishing and Recreational Harbours Regulations were about \$12 per





The clubhouse 1981 - 1990 (now the Youth Centre)  
(photo: Roberta Hayley, 1981).



The site, October 11, 1981.

foot, significantly higher than NSC's fees, but in line with other clubs' fees. Because the club was still in an early stage of development it persuaded the city not to raise the fees to the federal level immediately, but to phase in the increase over two years, so that full fees would be paid by 1983. The portion of the fees going to government would be used in the maintenance and repair of the breakwater, and maintaining harbour and access channel depths.

In 1981, it cost \$94 to moor a 15ft boat; fees increased by \$4 a foot to \$154 for a 30 foot boat. The fees for drysail boats were \$45 for dinghies and \$65 for catamarans. Family membership cost \$50.

Short dock sections were built for the smaller keelboats. Larger keelboats remained on swing moorings, for a total of 95 moorings. The fence was extended to increase the drysail capacity to 120 boats. Glenn MacIntosh and Andy Rezebergs accompanied Bill Levesque on a tour of marinas and clubs at Kingston, Cobourg, Burlington and Whitby, to learn about optimum dock configurations.

In April, Fred Algar gave an informal presentation to the board on providing sailing experiences to disabled people. It was decided to have a weekend in August when disabled people would be invited to join club members for a sail, but there is no record of this happening.

For the sailpast it was decided to move the commodore's boat out of the harbour, to allow boats to sail past on a reach and avoid boats bunching up.

Also in 1981 the club acquired the grey structure which currently serves as the headquarters for the sailing school. This building was a portable classroom and was used as the quasi-permanent clubhouse until

1990. Colin Nicholson has vivid memories of going to the bank to arrange financing to purchase this building from Cohen and Cohen. Harry Hayley undertook most of the work associated with purchasing the building and arranging for its transportation and installation, which cost about a third of the final total, \$14,000. The club's largest expense in 1981 was "site improvements", \$28,963.

In 1982 the club-built dock sections were connected and held in place by concrete anchors, to form long floating docks to which a total of 109 keelboats were moored. Old oil tanks were used for flotation. In the drysail area gravel was added to improve the surface and a second ramp was excavated. The berm was placed for the East arm, the perimeter of the future drysail compound. The west arm was extended and strengthened. Charlie Jones presented detailed plans for permanent docks to the board in January 1982. A BILD grant of \$8,508 was received for docks. A pop cooler and two Go-huts were ordered for the season in April.

Also in April, a presentation was made to NPR about the city's requirement for a 60:40 membership ratio of Nepean to non-Nepean residents, and the difficulty of maintaining this.

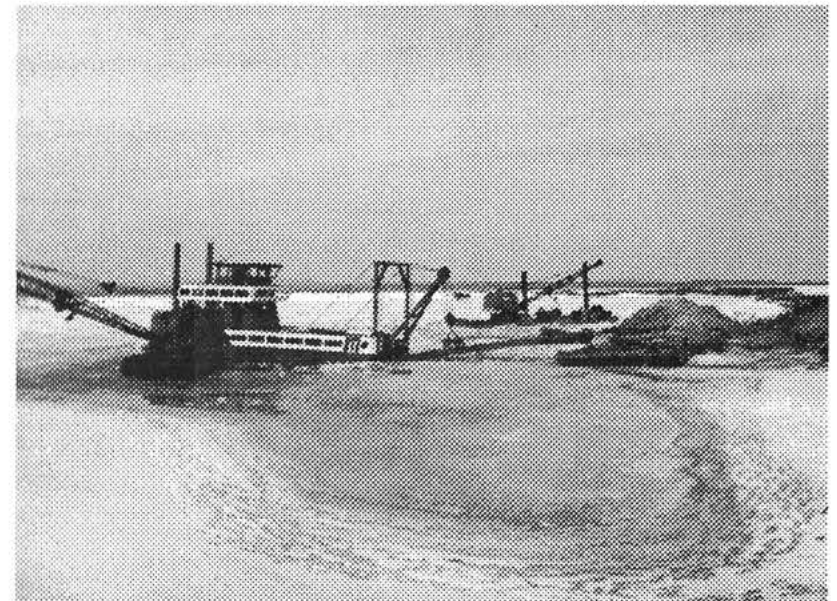
A new flag staff was designed and constructed by Chris Fletcher and was soon flying the new city flag.

At the sailpast, Commodore Ned and Anne Toole took the salute in Albacore *Det and Dat*, with Ben Franklin in the "barge" behind (see photo opposite).

In October 1982, all anchors and docks were hauled out in preparation for the harbour dredging, which did not actually begin until December. The dredging took until December 1983, longer than expected. The



Sailpast 1982, Mayor Ben Franklin, Anne and Commodore Ned Toole (photo: Roberta Hayley).

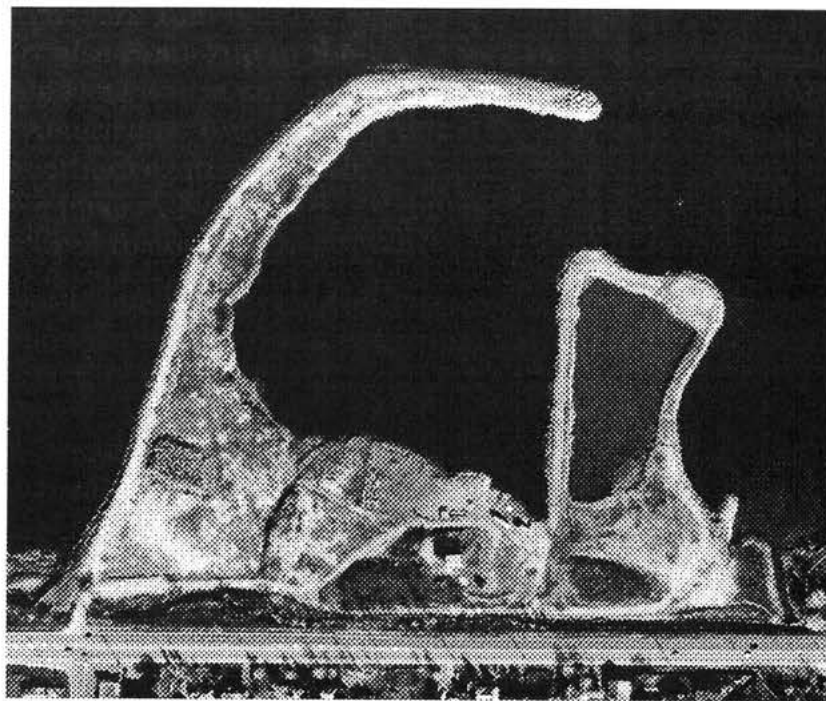


Dredging, early 1983.



project budget was \$186,000 to move 30,000 cubic metres, providing a depth of two metres at average low water level. Nepean was to pay \$65,100, and the federal department of Fisheries and Oceans the balance. Public Works Canada (DPW) advertised for tenders for dredging "Stillwater Park Marina" on October 8, 1982.

By 1983 the breakwater was largely completed, though narrower than today. That summer the bottom of the harbour was dredged and poured into the middle of the East arm for the future drysail compound. Docks and moorings had to be re-organized to allow for the dredging activity. At the beginning of the season boats moored outside the harbour. By June 6th all the floating docks were in position and no boats were moored outside the harbour. A silt boom was in place



The site, November 10, 1982.

but boats were able to leave and enter the harbour at 8 AM, 12 noon, 6 PM and 9 PM for half an hour. To come in at 9 PM boats were instructed to blow a horn three times to alert the dredge crew. The drysail compound was crowded but few boats sailed because the dredge and the discharge pipe made sailing to open water a real challenge.

A rented crane was used for the first time to haul out boats in November 1983. The club started to store boats for the first time over winter.

### Club spirit

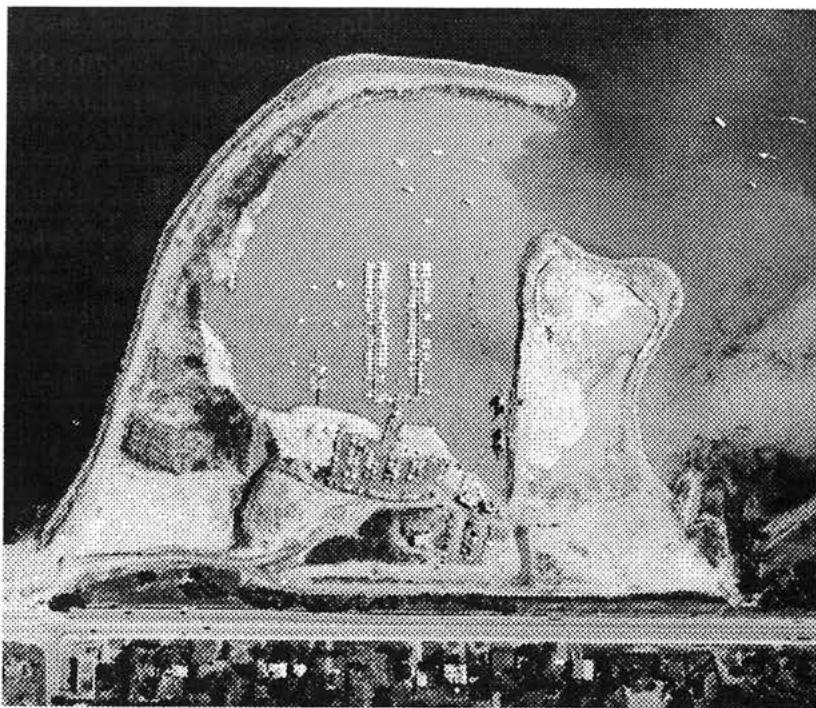
Each year from 1979 up to spring 1983 all the anchors for moorings and docks were put in for the summer and hauled out for the winter (the docks were anchored with long steel poles). This was a real challenge and the work parties developed close ties between members. Later on work parties spent long hours building docks at the city of Nepean workshops. The social committee provided food for the labourers, with donations of casseroles, and sandwich-making work parties.

Tom Winlow remembers that sailing on and off the moorings was not only a challenge, especially for those without motors, but a bit of fun. Launching from the mud was unique. Members on swing moorings and island docks had to have someone ferry them between their boat and the dock. When no one was available, these people had no choice but to swim in from their boats. Roberta Hayley remembers seeing this on numerous occasions. She also recalls that during the dark evening hours, you could sometimes hear a distant voice calling out "Could somebody come and get me?" Keith Paremain ran the first Officer of the Day program in 1980 and Roberta made a green and blue vest with letters on for the O/D. The main duty



consisted of ferrying people to and from swing moorings in a high-sided "tin boat". A list of O/D duties was sent to all members in April 1980, by the harbour committee.

Many early members have fond memories of the challenges and camaraderie which existed at NSC during its formative years. Back then just about everyone knew each other, kept an eye on each other's boats, and pitched in to help develop the club's facilities. There was a lot of hard work, but it was often followed by social events where everyone enjoyed themselves. These events took the form of barbecues, corn-roasts and get-togethers on the waterfront (drysail area) where people ate, drank a few beers, sang songs, and generally had a great time. All the



The site, August 23, 1983.

social activities included children, so families got to know each other very well. There were a number of well attended pizza parties in the middle of the night after weather watches.

The board of directors held their meetings in different homes. They took turns to bring the beer. Meetings often went on till 1 AM, and it was sometimes hard to reach decisions by this time. Early on it was decided to try and set aside \$16,000 a year towards building a clubhouse. There were always conflicting demands on the funds as some felt it was more important to concentrate on docks and the dinghy park.

In fall 1983 the docks were left in the harbour for the first time and were not damaged by the ice over winter.

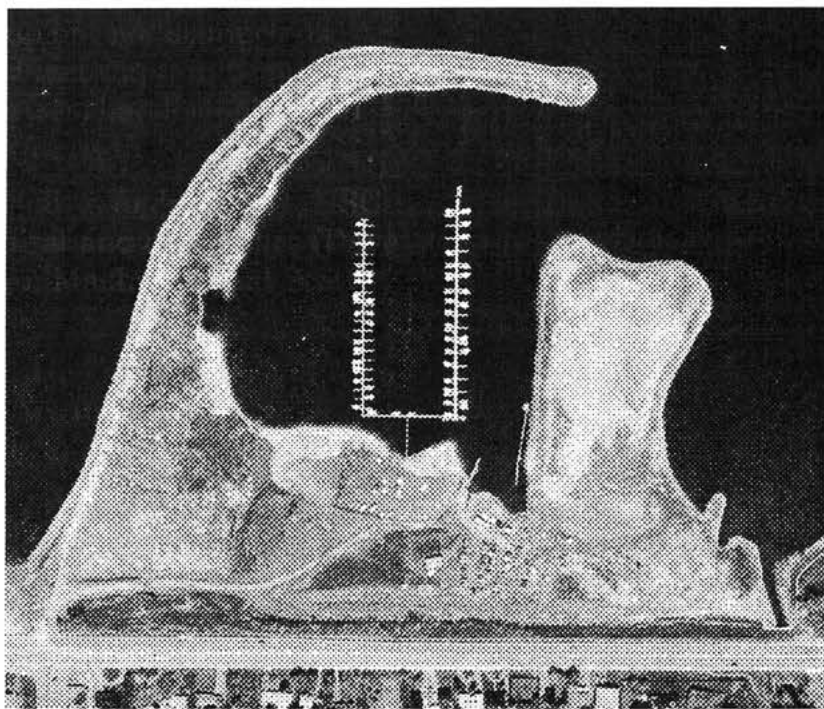
**In spring 1984**, work parties built more docks at the Nepean Depot. The wetsail capacity was increased to 180 spaces with the arrival of more docks from the Ontario harbour program. Plans were made for 150 additional permanent docks, with finger docks using "Topper system" tires filled with styrofoam, to be built and paid for by SCH, and to construct a lift-out boatwell on the harbour side of the east arm. Transport Canada said that the headland navigation light tower should be operational by the beginning of the sailing season.

The east arm was graded and part of it topped with gravel. Additional fill was added to the east side of the arm. By July 1984, the new drysail compound was laid out with 180 spaces equipped with tie-downs. One ramp was prepared and another started. It was realised that the ramps needed to be paved to make them easy to use and it was decided that precast concrete interlocking paving slabs were the best material. Top soil from the Queensway construction was placed in areas on both east and west arms.

Two bosuns were hired for the summer, Peter Wilson and Scott Hayley. These were the first paid help. Later at the AGM it was suggested that a retired person should be retained as club manager.

In the summer a northeast storm caused the government-installed docks to move and poor quality cleats to break. It took 14 hours to secure boats. This was the beginning of the problems with movement of docks due to inadequate anchors, which lasted until 1992. A pump-out was installed in August by eager helpers, but not to the original design specifications, which also resulted in future problems.

The Kidney Foundation held their first picnic at NSC on the afternoon of August 26, 1984, using the



The site, May 21, 1984.

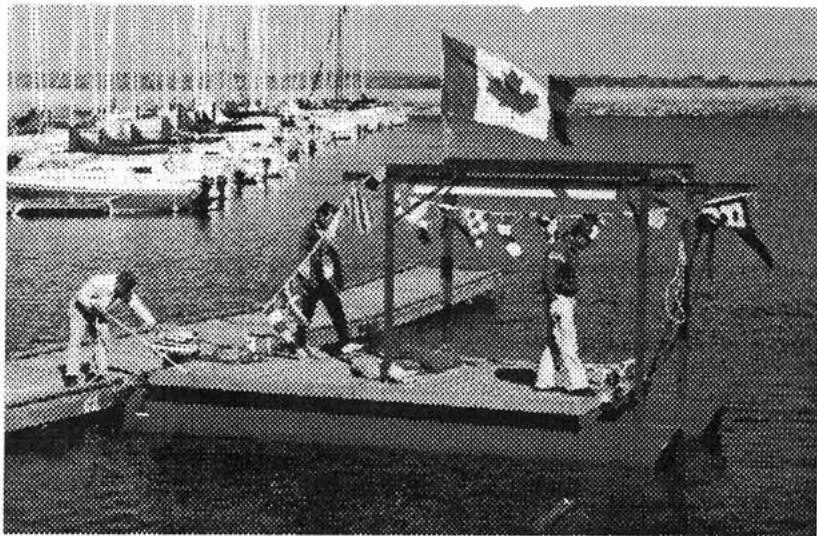
clubhouse without charge. This became an annual event, organized by Gill and Dan Litchinsky.

In September, a list of expenses for building docks and surfacing the drysail area, totalling nearly \$60,000, was sent to Bill Levesque with a request for the balance of the BILD grant (\$25,494 was received in January 1985). At the AGM, Roberta Hayley, Dolores Greig and Patti Floysvik showed their albums of photographs and newspaper cuttings from the inception of the club. Commodore Barry Deans announced that photographs of the board members since the beginning of the club had been collected, following a suggestion by Roberta, and in future photographs would be taken of all board members for the club records.

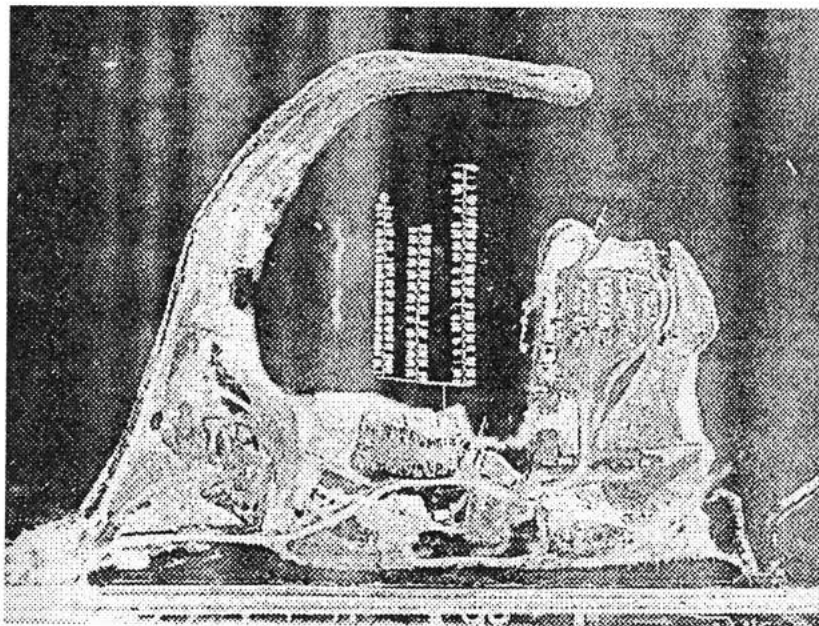
In 1985 the wetsail capacity was increased to 214 with the arrival of docks worth \$100,000 from DPW. They arrived late, at the end of May, and were used to establish B dock. Docks were built for dinghy and catamaran sailors at the tip of the east arm/drysail area. The north-east ramp was surfaced. Topsoil from the Queensway construction was again added on both arms. The breakwater and the north and east sides of the drysail area were landscaped and seeded. Many boats were stored on the east arm for the winter. The "harbour castle" was built for storage of tools and equipment.

The club continued to grow. In April, associate membership was proposed as a means of getting around the 60:40, Nepean to non-Nepean membership-ratio requirement. Associate membership was limited to 45 in 1985. Commodore Keith Paremain suggested having a spring general meeting (SGM) to tell new members about plans for the club, and give them an opportunity for questions.





The *Smithonian*, launched September 28, 1985.



The site, June 30, 1985.

The barge *Smithonian* was designed by Gord Smith, at the request of Harbour Master Charlie Jones, who required some means of raising and lowering anchors between the finger docks. The two steel tubes were fabricated by a firm in Kingston and shipped to NSC. Apart from welding minor brackets, etc., all of the construction work was carried out by NSC volunteers, and the overall cost was slightly over \$2000. With a lifting capacity of 1 1/2 tons, it still performs yeoman service around the harbour and in addition to its original purpose, has been an invaluable work-horse for general harbour duties. On occasion it has been chartered by one of the neighbouring yacht clubs. Its top speed when powered by a 35 HP outboard is approximately 4 knots. The barge was commissioned on October 19th 1985.

At the end of 1985 a committee was set up to plan the clubhouse and site development, specifying requirements. The clubhouse fund was starting to look good. It was decided to approach Wintario for possible funding of the clubhouse, and finalize the design in 1986. Nepean's lawyers wrote to the club outlining the club's requirements for an agreement with the city about ownership of the land and facilities, and their management. At this point the Stillwater Park land mass belonged to the province, the water-lot to the federal government, and the city of Nepean controlled access to the site. Meanwhile running water and flush toilets were installed in the existing clubhouse, after several years of Go-Huts. That and some new furniture and patio doors made the clubhouse more enjoyable.

In 1986 the southwest area of the park was landscaped and seeded. A sign was put up by the city at the entrance to Stillwater Park, as it was still



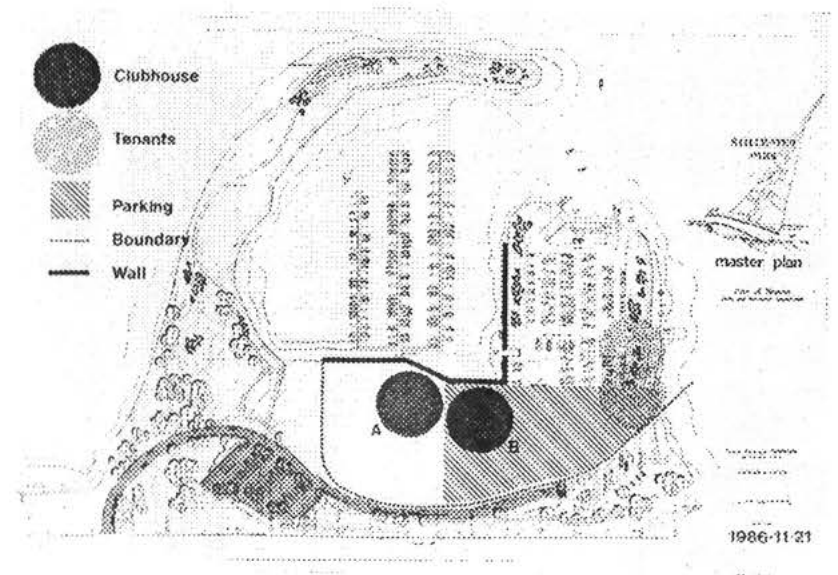
known, named after Stillwater Creek. A parking lot was established. The walkout to the docks was redesigned, and six temporary slips were added to the end of B dock with stern moorings. A floating back hoe removed an "island" between A and B dock before June. At haul-out, the boat-well was completed.

Insurance for club property was a problem following the theft of two outboards and the loss of the race committee boat (see chapter 7). In addition to spending \$5,000 on night security patrols, members were asked to take responsibility during the day.

At the 1986 AGM the development committee gave out preliminary information. To-date they had a site plan from NPR, the harbour wall design (gabion walls were selected for the harbour walls over steel pilings or timber pilings, based on cost), a public ramp in the southwest corner of the harbour, and definition of the site boundary. They aimed to get a plan to the city by year end, showing the building site and landscaping.



The site in 1986.



City of Nepean, Parks and Recreation Department's site plan, November 1986

### 3. Building up the club: the clubhouse, 1987 to 1990

From 1987 on, the development committee was very active under the chairmanship of Roy Walsworth. Norm Allen was site committee chair with Tom Winlow as the representative of the board. Ted Eedson was building committee chair with Gord Smith as the representative of the board. At the SGM, a questionnaire was given to club members, and from the answers a building design brief was developed. Eight architect firms were invited to express interest and provide examples of their work and in July these were evaluated by five independent groups of two people from the committee, using previously agreed criteria. Griffiths Rankin Cook were chosen as architects, and asked to submit three conceptual sketch plans to present to members at the AGM in the fall.

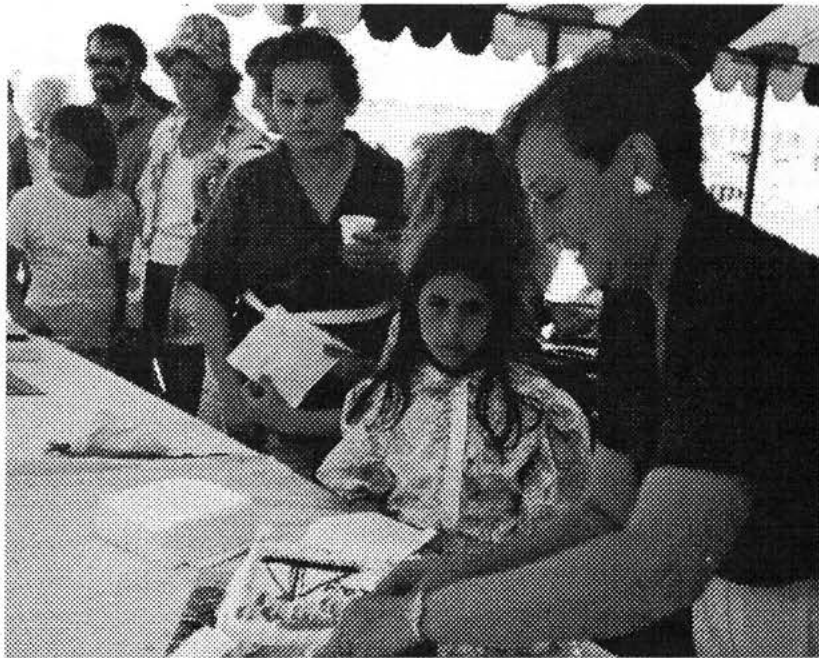
In 1987 Alistair Lumsden was hired as part-time club manager to look after day-to-day administration and to assist and organize the bosuns, Linda Paremain and Larry Boyd. Alistair also single-handedly painted the "trailer". Work continued to develop the harbour. The boat-well was completed. Two cranes for masting and launching were mounted on the boat-well apron by the beginning of May. The final specification for the launching crane was a reach of 12 feet, height 23 ft clear under the jib, and costing \$18,000 or less. Six temporary slips were removed and 18 new slips were added to the end of B dock. D dock was built by Topper for \$3,000 more than the cost of materials. Foam-filled tires were used as flotation to replace leaking oil drums on the understanding that they would last for 25 years. This estimate was later revised to 10 years,

although some of our tires were sinking after only 8 years. The west drysail ramp was surfaced. The first stage of the harbour wall from the boat-well to the point was completed in August and tenders were requested for continuing the wall south of the boat-well and in front of the proposed clubhouse. A fence was erected along the north side of the entrance drive. Trees were planted in the southwest portion of Stillwater Park.

Commodore Charlie Jones started the "Spring Inspection for the New Season" or SINS Day. It was first held on Sunday May 24, 1987. The club flag officers were presented with their flags at noon at the club flag pole, and then, accompanied by a bagpiper, made a tour of inspection of the dinghy park and the docks.



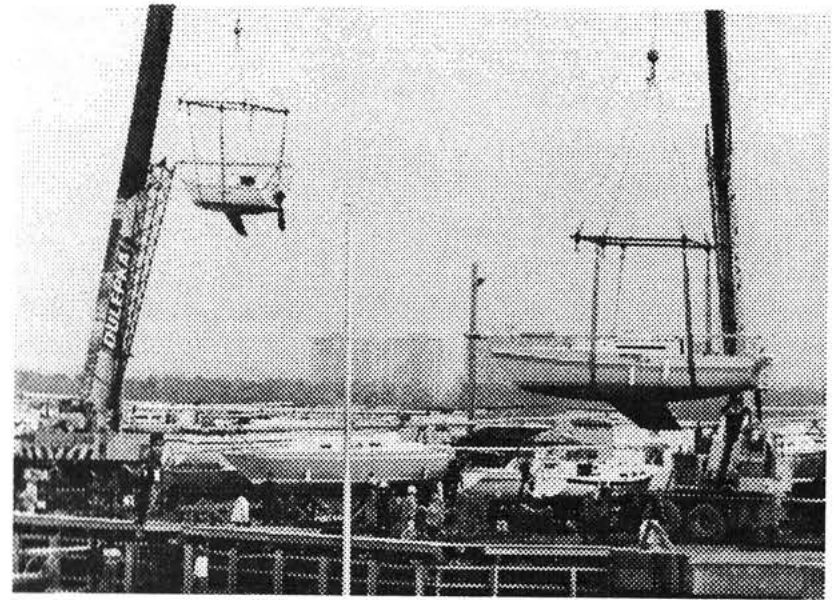
Tom Winlow, Gord Smith, Charlie Jones, Nels Petersen and bagpiper from BYC, May 1987.



Dolores Greig serves birthday cake after the sailpast in 1987, to Mimi Floysvik, Alma Splett, Gill Litchinsky and others.

Summer water levels were very low. Many boats ran aground in the harbour and river. A sandbar in front of the boat-well caused problems. Charlie Jones asked Bill Levesque to write a letter to SCH about the high spots in the harbour and the curve in A and B docks. NSC members marked the southern passage around Aylmer Island.

The east arm was used to store 216 keelboats and 71 drysail boats for the winter.



Season over: One of the sure signs of approaching winter is the annual boat lift at NSC. Cranes are used to place the larger yachts on their dry-dock cradles. (Pat McGrath, October 26, 1987, *Ottawa Citizen*.)

**In February 1988** the club applied for a Wintario grant to help build the clubhouse, which at this point was expected to cost in the region of \$550,000. The application was delivered to the Ontario Ministry of Tourism and Recreation at 10 AM Friday February 12, 1988, during a snow storm. Tom Winlow, Bart Tector, Roy Walsworth, Yvonne Parlour, Brian Aiken and Charlie Jones had worked on documentation for the grant, taking an estimated 400 hours. In addition, Frank Haveman and Glenn MacIntosh worked behind the scenes in preparing the documentation. This was presented in a blue binder, printed with Frank Haveman's design of white sails and lines as used for the cover of *Telltale* from 1988 to 1989.



The club has a copy of the **grant application**, which contains valuable historical material and includes the following:

Section A is a description of the project and includes a chart showing the growth of the building fund, the questionnaire given to members, invitations to architect firms to express interest, the agreement with Griffiths Rankin Cook Architects, the specification of building requirements, sketches of the proposed building with site and building plans, drawings of revised proposals as of February 1988, revised cost estimates, a forecast of the operating budget (costs and receipts), and summaries of the previous three year's accounts. A copy of the Letters Patent, incorporating the sailing club in Ontario, and the by-laws, make up Section B.

Section C includes background information about the club, the sailing school, and youth sailing programs including details of the club hosting the Canadian Optimist Dinghy championship in 1985, and the Best-ever Ontario Optimist Mobile (BOOM) sail-training program in 1987. There is a description of sailing activities at club, interclub, provincial and national levels; information about services provided by the club to sailors, such as installation of navigational aids, seminars, and use of the launch ramp, crane and boat-well, pump-out, ice and fresh water, and overnight and temporary docking facilities by touring boats; the club sailpast held during Nepean Days, to provide enjoyment for the general public on shore and on the water; sail days for seniors and other community groups. This section concludes with a copy of *Telltale*, and thank-you letters from various non-member users. A summary of costs of the clubhouse project follows (the total estimated cost, including professional fees, landscaping and services came to \$753,550 in

February 1988) with a request for a grant of \$376,775. The final section estimates that the equivalent of three full-time jobs would be created. It also shows the growth of membership since 1979 and projected growth in the future, and discusses the use of the clubhouse for rental and community group use.

The rest of 1988 was very frustrating for those who had put in so much work for the Wintario grant application. The problem was ownership of the land and the future clubhouse. The grant application could not go ahead until this was settled. The land transfer from federal government to province to city was still underway in mid-July, and now the city was worrying about having a non-city owned building on their land, and control of public access. They came up with a proposal to pay for and own the building themselves and lease it to the club as sole tenant, but the initial proposal was not agreed to by the board who felt that members would not appreciate having to pay so much for a clubhouse that anyone could use at no cost. There were further meetings and the lease document was redrafted.

At the time of the AGM in the fall, the land transfer to the city had still not been completed. This held up the grant application, and the final drawings were not ready for members' approval. Both Ken Hoyt, a lawyer working for NSC on lease discussions with the city, and Bill Levesque, gave reports at the AGM, and cleared up a lot of questions and concerns. Members left feeling more comfortable about the clubhouse and arrangements for leasing it from the city.

In Tom Winlow's progress report in *Telltale* 88/10 (by then he was commodore), he wrote that he was much more confident of success. The city was happy with the building design and construction of the "Stillwater

Park Pavilion” was a number one priority. The city took over the grant application to the Ontario ministry of tourism and recreation. Tom suggested that now was a good time to set up a program committee to meet our commitments to the community as outlined in the original grant application. The possibility of the club leasing the building to the general public for weddings and meetings should also be considered, to generate revenue for the club.

**Dock installation and harbour improvements continued in 1988** while all this was going on.

Anchors and chains were prepared for D dock and placed on the ice early in March, and allowed to fall to the bottom as the ice melted. More “tire-raft” docks were built in April. The cross dock, extension to B dock and header dock were installed. The club applied to SCH for more docks and was still trying to solve the problem of the S curve in A dock without moving all the anchors. Numbered boat stickers were introduced to keep track of boats, owners, moorings and drysail berths. On the administration side there were changes. Alistair Lumsden resigned as club manager, and Susan Peacock took over in May. Five bosuns started work at the end of June, looking after general maintenance, running the crash boat, and helping the race committee. The club bought a weather radio, kept on the O/D table in the clubhouse. Members who did not show up for their O/D duty were now to be subject to a \$30 penalty.

Water levels were very low in mid-July. There were problems in the river and in the harbour between B and D docks. Harry Splett coordinated the marking of rocks in the channel with yellow barrels, for the second year running. A new water level gauge was installed at the launch ramp at the beginning of October.

At the end of the summer, Commodore Charlie Jones founded ORCA (Ottawa River Cruising Association) to open up the river. The first issue was to persuade Kanata not to build a commercial marina at Pinhey’s Point. An inaugural meeting was held in October and it decided that objectives would be to clear up the logs and deadheads at Pinhey’s, provide navigable access to Pontiac Bay, clean up Aylmer Island, get better control of water levels, and organize a patrol and rescue service.



Charlie Jones is Commodore of NSC and founder of ORCA. (John Major, November 22, 1988, *Ottawa Citizen*.)

The harbour wall was extended south from the boat-well and west across what is now the front of the clubhouse, in December. First a coffer dam was pushed across the basin between the old service dock and the boat-well, and the water in the area of the launch ramp was pumped out to enable construction. The service dock was moved next to the boat-well.

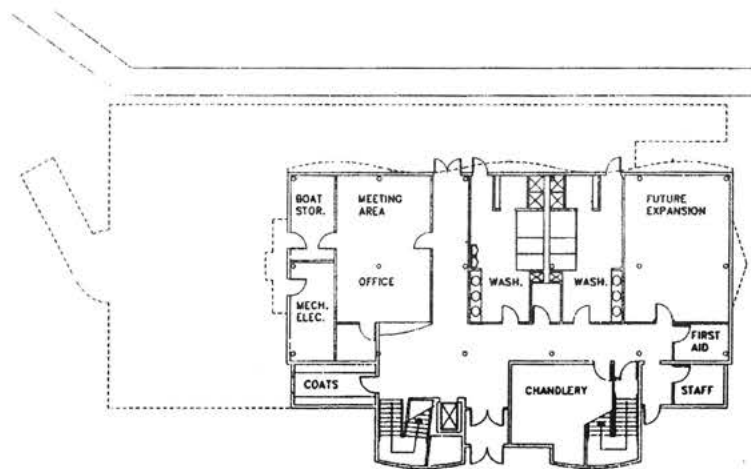
Over the winter Bernie Garand supplied space for the club office in a Garand model home.

By early 1989 the land had been transferred to the city of Nepean and funds had been approved to the point of going to tender for construction. Bill Levesque was in charge of project organization for the city of Nepean and John Cook was project architect. Vice Commodore Brian Aiken, working closely with Commodore Tom Winlow, formed a project team to provide input from NSC to building consultants and engineering firms. This consisted of Brian and four club members leading teams in the following areas: developing criteria for building quality, finishing and lighting (Ted Eedson); reviewing all designs, attending site inspections (Doug Brown); developing the site and landscape plan with the landscape architects, Corush Larocque Sunderland (Glenn MacIntosh); and preparing functional requirements tests and models to ensure that the new facilities fulfilled the wishes of members (Loraine Nicholson). Brian acted as liaison and arbitrator between the city, the board, the advisory team and the members of NSC, and like Tom, attended all progress review meetings. Norman Allan and Adaire Allan acted as Brian's sounding board for ideas and concerns.

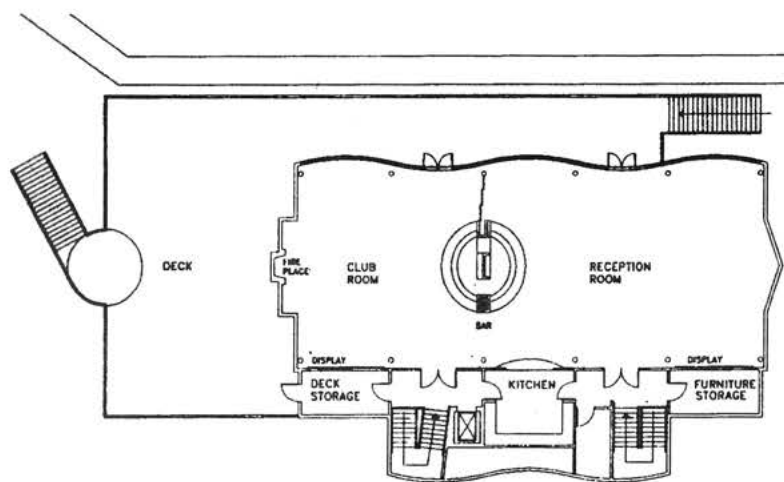
There were of course changes to the plans, mostly to bring the cost down. The large number of people involved made communication sometimes difficult, and committees who had spent a long time reviewing and commenting on the plans sometimes felt that their input was ignored.

However, by the end of March the conceptual designs for the clubhouse and site were finalized and approved by the club, the Parks and Recreation Committee of the city of Nepean, and city council. The clubhouse

## Nepean Sailing Club Plans, Griffiths Rankin Cook Architects, Feb. 28/89



Ground floor plan



Second floor plan



budget had increased to \$975,000 due to inflation, conversion to a year-round facility and an increase in floor area from 5000 to 7200 sq. ft. The most significant change in the site plan was to move the public launch ramp to the west corner of the harbour, so that there was no barrier between the clubhouse and drysail area.

On April 13, 1989 it was announced that the grant application was successful, after two years work. About \$600,000 would come from Ontario, of which \$400,000 was towards building a two storey "park pavilion". The city would pay about the same amount in addition. Tenders were sought by June 27, 1989 for general contractors.

Construction started in August. At first drills kept hitting the tie-back rods that held the harbour wall on, as the foundation was too small. This was quickly fixed. Ted Eedson reconvened the building committee to come up with an interior design for members' approval at AGM. Agna Steensma, an interior designer, offered to help in this phase.

Work on improving the harbour continued. Early in 1989 the cause of the movement of A and B docks that had been a problem for several years was determined. Doug Scott, a consultant, found that the anchorage system specified and installed by the federal government had used anchors that were too small. A mistake had been made either in the design load or in reading the soil samples. The sub-standard anchors were 1800 lbs dry weight. Sitting on a thin layer of silt that acted as a lubricant, on top of hard-packed clay, they held only 200-300 lbs and allowed the docks to shift up to 16 feet in any direction depending on the wind load. This caused the bend in A dock and the quick deterioration of the access bridge/ramp and would cost

\$100,000 or more to fix.

Planning started to completely re-anchor the docks. By July 15 the water level had dropped to 10" above datum, giving rise to several underwater obstructions, and also causing anchor chains to slacken, and the docks to drift more in the wind. There were many hours of meetings to sort out who was to pay for re-anchoring and completing the dredging to the original specifications. Plans were made to dredge the harbour and re-anchor the docks in fall 1990. \$25,000 was extracted from Fisheries and Oceans to do some of the re-dredging.

The service dock was installed and the pumpout relocated. Aluminum access ramps were placed between the harbour wall and the floating platform. Adjustment of these became a mega-project with Harry Splett in charge. A light was installed near the end of the aluminum ramps by mid-August to prevent people falling off the main bridge. The cross-dock between B and D docks, and C dock with ten finger docks were installed. With the purchase of a few additional finger docks sixty new members on the waiting list were accommodated. The drysail docks were improved by putting the east ramp dock in the centre of the ramp, to allow launching in easterly winds. Cross sections at the end of the docks provided a place to tie up in onshore winds and also sheltered the ramps.

As construction started, the parking lot in the old drysail area could no longer be used, the only parking being the south part of the drysail compound on the east arm. This brought to a head the problem of trailer and cradle storage. For several years members had been asked to change to folding cradles because of lack of space, and the cost and trouble of moving non-

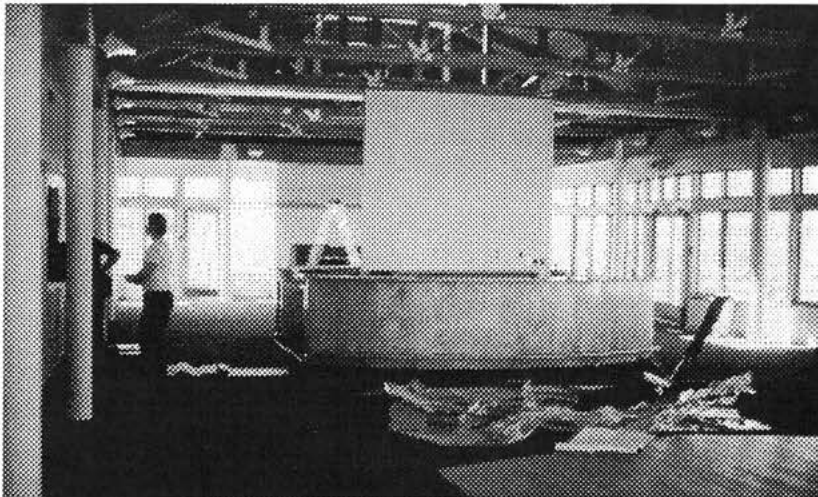
folding cradles. Trailers had to be stored tightly packed, not accessible throughout the season, and owners were asked to store them off site. Many members were upset at this, and there was trouble implementing the policy.

On SINS day the original members who were still active in the club were presented with ten-year burgees and certificates. Thirty memberships were listed in *Telltale* 89/6.

Dolores Greig chaired a group to raise funds for Queensway-Carleton Hospital, as part of NSC's commitment to the community.

The Pontiac Bay project started. The first phase was to place six buoys to mark the entrance and the start of the channel. The south channel past Aylmer Island was marked using iron anchors, with the intention of replacing the buoys with MOT-type spars the following year, to be more visible.

For the second year, Bernie Garand supplied space for the club office in a Garand model home over the winter.



Finishing the clubhouse interior, 1990, (photo: Loraine Nicholson).

While construction on the new clubhouse took place from August 1989 to April 1990, the club continued to work in other areas on the site.

The existing building, now to be used by youth sailors, was moved to its new site southeast of the boat-well **in the spring of 1990**, so that rough landscaping could be carried out. Randy Wiseman and John Mann organized the move at a fraction of the cost of having it done by outside contractors. This involved designing and building a new foundation, the move itself, and hooking up services.

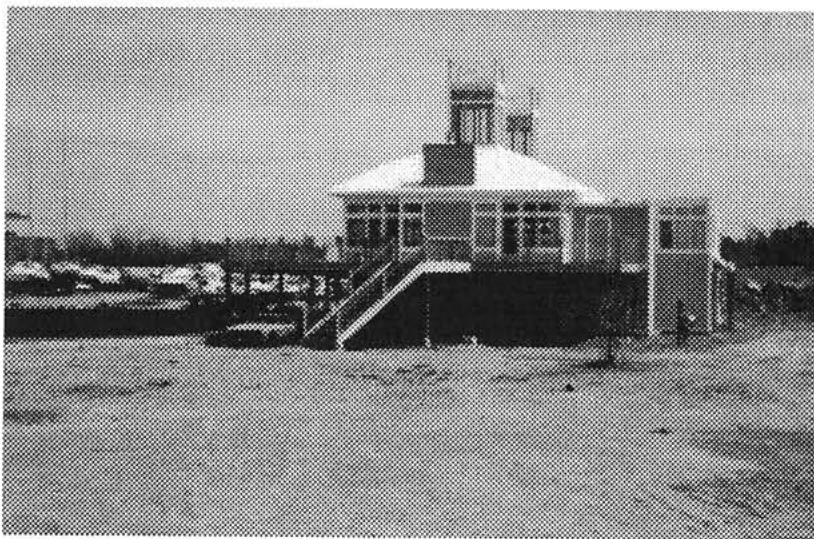
Cradle and trailer storage was still a problem, particularly as the AGM had voted to allow all trailers and cradles to be left on site, which was impossible. Charlie Jones was given the task of solving this knotty problem.

In the harbour a 133 foot extension to C dock provided 20 more slips. The pumpout was completely overhauled, and installed in its new location next to the boat-well. Fifty boats from the waiting list were moored in the harbour. The drysail west dock was extended and the L reversed to make it easier for catamarans.

In the spring, Tom Winlow and Harry Splett attended a forum on water safety issues hosted by the city of Aylmer. All the region's police forces, the coast guard, sailing clubs, ORCA, the municipalities, CYA and others were represented. Aylmer had bought a boat for marine service (rescue and patrol), and were training their police officers in its use.

Starting in April, the O/D program scheduled two members for each shift, due to the increased size of the harbour and grounds.

The next challenge for the development committee was selecting furnishings and equipment. They did an outstanding job, complementing the architectural style and youthful vigour of the club. One problem was keeping mud out of the new clubhouse as the city worked on landscaping most of the summer of 1990. Priorities for the site were security fences and lighting, laying sod on areas close to the clubhouse, laying out paths within the club's area, and re-aligning the gravel road to provide access to the building. Mr. Verheyden Sr. built a purple-martin house to help keep down mosquitoes, installed by him and Jack Verheyden. Stan Brideau donated three excellent photographs for the clubhouse. Loraine Nicholson and Susan Peacock worked on policies and procedures to operate the building, to make sure that showers were cleaned regularly and the bar and kitchen stayed spotless even after late night parties and receptions. Volunteers continued to be vitally important, to keep fees down, as well as to maintain the club spirit.



Clubhouse almost finished, 1990 (photo: Loraine Nicholson).

## Clubhouse opening

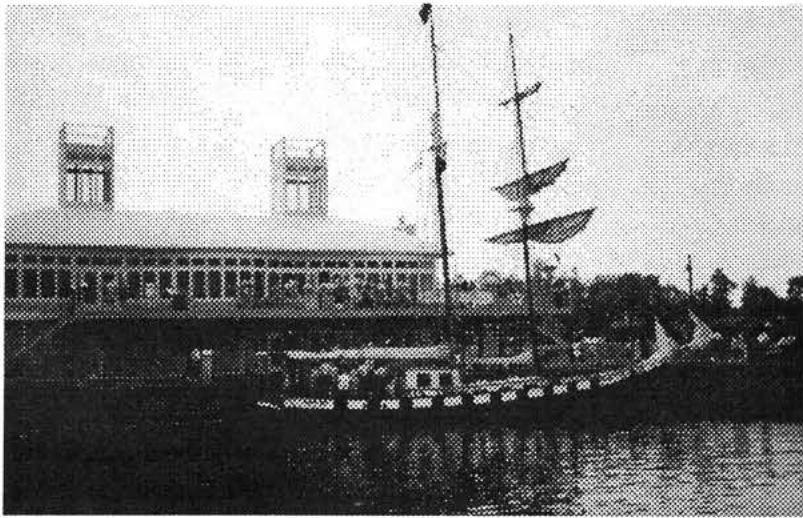
The social committee held a gala clubhouse opening party on May 21, 1990, that was a great success. Brian Aiken said that he most enjoyed "being able to walk up to the bar for a beer", a sentiment echoed by many members.

Then on June 16, 1990, Mayor Ben Franklin officially opened the Dick Bell Park Sailing Pavilion (NSC clubhouse). A commemorative plaque is mounted inside the front door. As part of the ceremonies *Black Jack* sailed into the harbour. The sailpast took place in practically non-existent winds, but members were able to salute Commodore Tom Winlow. Twelve keelboats took members of the Nepean choir out for the sailpast which they enjoyed immensely. Later there was a great meal, with after dinner entertainment by the Nepean choir who performed rousing renditions of sea shanties.



Opening ceremonies: Dolores Greig, John From, Bob MacQuarrie, Bonnie Winlow, Brian Aiken, Tom Winlow, Mayor Ben Franklin and Beryl Gaffney (photo: Judy Gauthier).





*Black Jack* moored alongside the new clubhouse at the opening ceremonies (photo: Judy Gauthier).

The next day, June 17, was an Open House for the public, to let them look around and sample refreshments at the bar. A draw for prizes was held and had 585 entries. The Derek Robertson jazz band played in the afternoon to keep everyone's toes tapping. J.P. Cardinal and John Mierau in the guise of the CS Co-op's mascot "Cashou" handed out balloons and NSC buttons to the children. In the evening, to close Nepean Days, there were fireworks at Andrew Haydon Park, spectacular to watch from the deck of the clubhouse.

At the end of June the Kiwanianne Club of Rideau held a celebrity auction at NSC, with items donated by local business, to raise money for the Shepherds of Good Hope. In July a Seniors' afternoon was held for 55 seniors from local nursing establishments and retirement residences with Bingo and light refreshments. Some adventurous souls went for a motor or sail in *Monashee*, *Corinthian*, *Airborne* or

*Whippet*, generously volunteered and crewed by their owners. Prizes and refreshments were donated by local businesses. This was very successful. In August a barbecue was held for the Boys and Girls Club.

The out-of-harbour committee under the leadership of Harry Splett (previously responsible mainly for marking high spots in the river) now took over responsibility for club safety. In mid-July they installed the safety line on the edge of the wharf in front of the clubhouse, since many people had nearly fallen off the edge. A sisal line was used to discourage people from hanging on to it.

In August, Mitel gave the club a Panther 612 key (telephone) system. Ron Evans, John Thompson and Mario Poirier organized the funding and installation. It was tested during the Ontario election as the local Liberal party held their election night party at the clubhouse. Secretary John From and Karen held their wedding reception at the clubhouse, the first of many rentals.

Griffiths Rankin Cook, the architects of the clubhouse, received two awards of excellence for its design in 1990, from the Canadian Wood Council, and from the Ontario Association of Architects.

In the harbour there were problems. The hoist motor on the fixed crane kept failing and appeared to be overloaded. Firm plans to finish dredging the harbour and re-anchor the docks went soft as Fisheries and Oceans (SCH) failed to deliver \$70,000 promised earlier in the summer. The harbour committee decided to proceed with club funds in the interim but this would delay expansion of C dock, planned for spring 1991. The harbour dredging was finished in December, and paid for by the club.

When the paid secretary/clerk resigned in the fall, Randy Wiseman (vice commodore) offered to take over these duties and also do a study of required staff functions. Following this the board decided that more of the day-to-day affairs of the club would be the responsibility of various committees and so a paid club manager was no longer required. A part-time secretary was hired to meet office needs, and in spring 1991 a full-time site captain was hired to assist committees in looking after harbour, grounds and clubhouse. Diane McLeod and Gene Bruce still held these positions in 1995. Bosuns continued to be hired for seasonal work.



Slow boat to... Here, two sailing enthusiasts capture a piece of the dream as they leave NSC for a cruise on the Ottawa River. (Wayne Cuddington, May 29, 1991, *Ottawa Citizen*.)

#### 4. Up and running: 1991 to 1994

From the opening of the new clubhouse in 1990, the emphasis was very much on efficiency and fund-raising. In 1991 Randy Wiseman continued to explore many ways of reducing costs, including installing a security system to reduce the cost of security guards and insurance, reducing power consumption by studying the electrical, heating and ventilation systems with help from Nepean Hydro, making the best use of paid and volunteer labour, and marketing room rentals. The water bill for 1991 was \$22,000, so a system was installed to use river-water for watering the grounds and boat-washing, which reduced consumption and costs.

The landscaping of the club's grounds was completed in 1991 and 1992. Three parking lots were constructed and paved in the area where the old clubhouse had been, the roadway to the driesail entrance was paved, curbs and walkways were installed, the public launch ramp reconstructed, and grass, plants, shrubs and trees planted around the clubhouse.

The clubhouse was now open all year. During the first non-sailing-season, games nights were held on Thursdays. Other events were pot-luck suppers, movie nights, sailing seminars, and youth nights. The members' lounge was open Thursday to Sunday with a TV, music system and "the cheapest drinks in town". The TV and VCR in the bar area were paid for by the Fleet budget, with the aim of recovering the cost through fund-raising activities such as the movie nights.

Over the winter of 1990-91 the club's crane motor was repaired, as it had suffered structural damage due to overloading. It now used an overload device to limit

the load to 10,000 lbs. Crane repairs and rental of a replacement in 1990 had cost \$15,000, which had not been budgeted. (An article on the correct operation of the crane appeared in *Telltale* 91/3.) The masting crane was re-rigged to upgrade the safe working load. In the drysail area there were three key tasks, repairing docks, installing them, and organizing the compound. The sailing instructions were re-written to be more helpful to novices.

In 1991, there were discussions about forming a Senior Squadron of retired members, to look after the clubhouse and garden, and train bosuns in various repair skills.

In June, Charlie Jones, Bob White and Dennis Kirby continued marking the entrance to the beautiful anchorage in Pontiac Bay.

In July, Brian Aiken reported that the city had agreed to fund the re-anchoring of the docks and handle the discussions with the federal government directly. Dock re-anchoring began in December 1991. New anchor chains were constructed from the original moorings, after inspection. Then as soon as the ice was capable of supporting equipment, the anchoring process began. Ottawa Diving Services drove Manta Ray© anchors 14 feet below the harbour bottom, and then set them hydraulically. They tested in excess of 7500 lbs. This was far superior to the original concrete anchors. It was not possible to provide enough flotation to test to the 10,000 lb. destruction limit.

On the first ice-free day, at the end of **April 1992**, a crew of volunteers set about attaching the docks to the new anchors. After countless volunteer hours of labour it was reported that A dock was straight at last.

C dock was extended by buying 135 feet of dock



Winter fun day, February 1992.

without fingers to allow Mediterranean mooring. Bow/stern moorings were also used on E dock, and 45 individuals on the waiting list were accommodated. Eight new drysail docks were built for the western ramp.

Tom Winlow requested help with the program for sailors with a disability, now that Lorne Davis had donated a boat.

Nepean Police approached the club about setting up a Marine Watch, similar to a Neighbourhood Watch. Gary Wiseman coordinated the program.

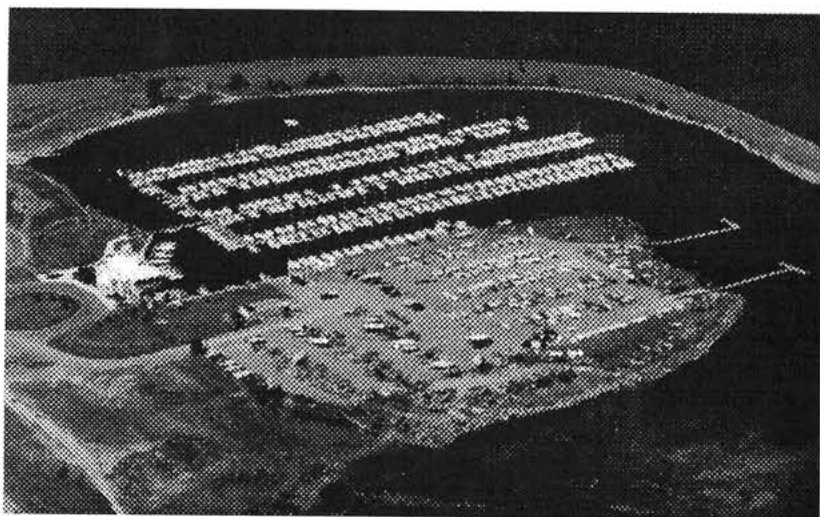
In the summer, a new group of members called Friends of Pontiac Bay Coterie, (FPBC), made Pontiac Bay navigable and easy to moor in. They did a hydrographic survey of the bay and put in channel markers and public mooring buoys, following in the path of ORCA who had put in temporary marks in previous years. One weekend they put in 47 anchors weighing 900 lbs each. They borrowed a tractor trailer



to transport the anchors. The *Smithonian* barge was taken up to Fitzroy Harbour on a flatbed trailer, and taken over to Quyon on the ferry—whose railings had to be removed to make enough room—and launched at the Quyon ramp. This was a major undertaking. The following summer, a chart and information on four anchorages and the channel appeared in *Telltale* (July/August 1993).

By 1993 all cradles were finally required to be folding to reduce storage space. Some moorings were reallocated according to boat size to make best use of the space in the harbour. This meant that smaller boats were moved away from W dock and the east side of A-dock, which were engineered for large boats. Short fingers were added on the south side of the cross dock (X), and extra fingers put on C dock.

Following the second successful Kidney Regatta Day in 1993 (see chapter 6), the club received a public service award from the Kidney Foundation, with a presentation made to the commodore. Three half-hour



Sailpast Day 1993 (photo, Jacques Guérette).

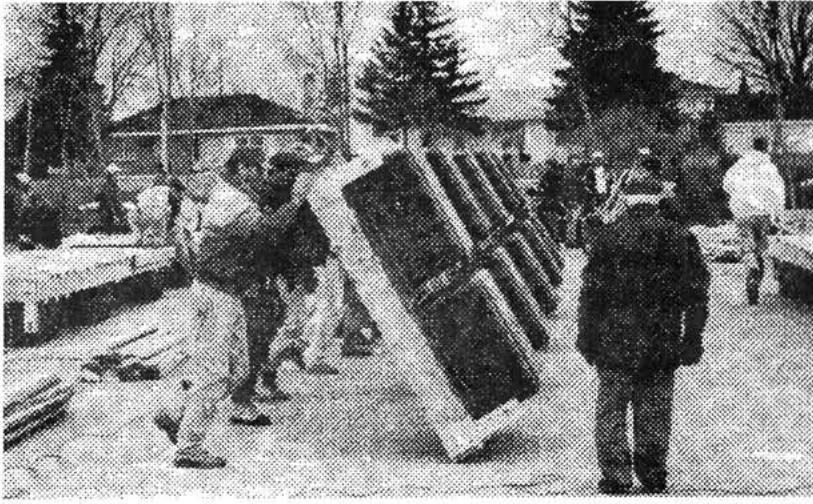
TV programs were produced with MacLean Hunter for the community channel: Introduction to sailing, NSC, and Nepean sailing school. NSC was also gaining a good reputation outside the Ottawa area both by hosting regattas and from NSC sailors visiting other clubs for regattas.

The deck awning was installed. It was decided to keep the pool table for longer as it had generated enough profit to buy a CD player. Steak nights and social evenings were additional sources of revenue. By September 1993, the club asked the city to lease the Sailing Room on the ground floor as more room was needed for meetings.

Also in 1993, the sail past and SINS Day were combined, with the emphasis being on meeting and greeting new members. There was a brunch for 150 people before the sailpast. Youth members ran a car wash to raise funds for youth sailing.

In February 1994, an NSC Winter Fun Day was held on the ice in front of the clubhouse for the third year running, with skating, cross-country skiing, snow-mobiling and ice fishing, followed by a hot meal, followed by a pub night with singers.

A new anchoring system was installed for the new E dock, over three weekends in January and February (*Telltale* March/April 94). Holes were drilled through the ice and 46 anchors were installed. The anchors are the kind used by utility companies to attach guylines that support utility poles. They consist of a four foot shaft with a disk at the end that is screwed into the ground. The estimated holding power is 7500 lbs. They are also cheaper than other anchors, and fairly easy to install; it takes about 20 minutes per anchor, drilling through ice.



Over two weekends in April there was a major dock building and repair program. (*Telltale*, June 1994.) 110 members turned up for a gigantic work party in the three parking lots, to build 717 feet of new docks and save the club \$24,000. The bulk of the work was finished by 4:00 PM on the first day. They built new service docks, wall docks for the front of the clubhouse, the beginnings of the new D dock and 20 slips, and an extension to the main cross dock to reach the new E dock. They also repaired existing docks. These work parties were great team builders for the club.

New drysail docks were built. Three power and water pedestals were installed in the drysail area by arrangement with the city. More area lighting and safety lighting in the stairwells were also installed. NSC supplied labour as usual to reduce costs.

At the SGM it was decided to make the membership year the same as the club's fiscal year, i.e. from November 1 to October 31.

Yellow low-water buoys were again installed before the end of June. Only the most essential ones were placed. Some rocks seemed to have worn down over the years, but many more are still there in Shirley's Bay. The unofficial chart in the hallway was updated.

A group of members started removing deadheads at Pinhey's Point anchorage, and odd rocks from the NSC harbour channel, with the help of *SS Simon*, the tug recently rebuilt by Simon Fuller, Commodore of BYC. A crew of 4 to 6 divers, the same number of labourers, and a couple of dinghies were needed.

By mid-June 1994, there were 750 memberships including honorary members and mailings to other clubs. Actual paying members numbered 734, or about 1600 people. Back in 1979, to ensure that administration of the club remained in Nepean taxpayer's hands, the city required that a majority of the executive be voting members, and at least 60% of memberships be Nepean tax payers. This was sometimes a challenge. In 1985 and 1986, the club had a waiting list of between 20 and 50 non-Nepean residents. The board negotiated the non-voting Associate membership category to allow these people to join. In 1994, there were approximately 300 Nepean-tax-paying memberships, 200 non-Nepean voting memberships (to maintain the ratio), and 200 Associate memberships.

The 1994 SINS Day marked **NSC's fifteenth anniversary**. Mayor Ben Franklin and former Reeve Andrew Haydon were invited. Again there was a brunch. Burgees were presented to members with 15 and 10 years' membership. The original ribbon from July 1979 was re-cut, and the committee boat *Ben Franklin* was re-dedicated. A green Bertram 22-ft inboard-outboard boat leased from the city had been

repaired and outfitted as a rescue and retrieval boat, and was named *Andrew Haydon*. After this was the sailpast, at which Geof Boole and all former NSC Commodores took the fleet salute.

Twenty-one families who had joined in 1979 were still in the club in 1994 (fifteen year members):

Dave and Cal Alexander	Keith and Pauline Hobbs
Klaus and Nancy Dellin	Bill and Anne Large
Ross and Pamela Fines	Jim and Judy Leeson
Brian and Linda Gillespie	Glenn and Beverley MacIntosh
Alan and Carin Goodman	Colin and Loraine Nicholson
Otto and Gail Graser	Keith and Gloria Paremain
Gerry & Elizabeth Gravelle	Hugh and Mickey Peacock
John and Dolores Greig	John and Frances Southern
Rolland Guimond	Jack and Shirley Verheyden
Harry and Roberta Hayley	John and Violet Walker
Dwight and Lauretta Hill	

Again in 1994, the annual regatta was held as a fund-raiser for the Kidney Foundation of Canada for the third year running.

Treasurers had only been lasting a year, so a part-time bookkeeper was hired to ensure that financial information was up-to-date and give the treasurer a hand. The reduction in audit fees helped to pay for this. In 1994 revenue was \$626,700, and operating expenses \$625,300. All debts to the city of Nepean had been eliminated.

## 5. Sail training and youth racing

The OSA started running sailing courses from Graham Bay in summer 1978, with 12 Optimists, a power boat, a rented trailer and 72 students. Eventually, Sail Nepean, the sailing school, expanded to 40 dinghies and two keelboats, in which courses were given to young and adult sailors. By 1992, 2500 students had taken OSA courses.

**In 1979 and 1980** OSA made three "Petrels" (probably Toppers) available to NSC members who could demonstrate sailing ability. Fifteen members took advantage of them. Topper dinghies were used later. In 1980 the club's youth program included four racing seminars, two supervised small boat cruises to Aylmer Island, a motor boat operator's course and social events.



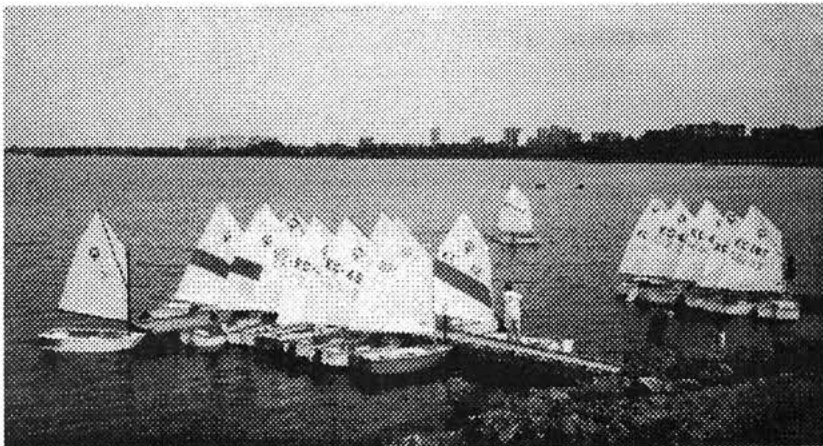
When the wind doesn't blow, the boat just doesn't go, as this group of boys out for a sailing lesson discovered at Andrew Haydon Park. But there's more than one way to enjoy a summer day, so they cooled off by playing a spirited game of water tag instead. (Larry MacDougal, August 1980, *Ottawa Citizen*).



**In September 1981**, the board unanimously agreed to present two youth members, Scott Hayley and Mike Alexander, with special awards for their work at the site throughout the summer.

The club's youth sailing and racing program was put on a more formal footing **in 1984** by Keith Hobbs, whose eldest son was then eight. Although children of all ages were already involved in the club, he felt there was a need to continue to develop the skills learned in the OSA courses, to have fun events at the weekends, and give young sailors aged 8 to 15 the confidence to take part in regular club racing. That year they competed in the Optimist Ontario Championship and the OSA 13-and-under single-handed Championship. The CYA had announced that they had chosen the Optimist dinghy for use by young sailors in Canada. An arrangement was made with Sail Nepean for youth members to use their Optimist dinghies, under the supervision of a CYA certified instructor in a power boat.

**In August 1985**, the club hosted the Canadian Optimist Championship. This was the biggest so far,



Optimist championship 1985 (photo: Roberta Hayley).

with equal numbers of participating children from Quebec and Ontario, and one from the US.

**In 1986** the club added "School's Out" Optimist racing clinics to its youth program, using Sail Nepean boats before the start of the July courses.

**In 1987** Keith Hobbs suggested hiring a youth coach for June to September, for one evening a week and one day per month, with the emphasis on achievement and enjoyment rather than competition. Sail Nepean supplied Optimists on Tuesday nights to NSC youth registered in their courses. Shona Moss was hired and coached ten young sailors. Five of them took part in the Canadian Optimist Championship at BYC, and some took part in events in Sarnia, Cobourg and Toronto. Ben Welsh came fourth in the Canadian Championship, and Matthew Hobbs came fourth in the Ontario Championship and third in the Humber Bay Championship.

The club also hosted OSA's regional introductory sailing and racing program for children 7 to 13 years old, the "Best-ever Ontario Optimist Mobile" or BOOM, in August. Throughout the season, youth and adult racers got together on race nights, as younger members cooked hot-dogs and hamburgers for the returning racers.

**In 1988** the Optimist Regatta was held at BYC. NSC sailing program members took first (David Belford), second (Matthew Hobbs) and fifth (Aaron Hobbs). NSC hosted BOOM for the second year in a row. At the Canadian Championship in Toronto, Matthew Hobbs came second in the 12-and-under category. Shona Moss was again the youth coach. (At the end of 1989 Shona was named Canadian Female Sailor of the year by the CYA, after making a perfect

score to win a gold medal at the Canada Summer Games in 1989, among other successes.)

In 1989 NSC youth sailors again did well in provincial and international competitions. Michael McDowell became OSA 16-and-under single-handed (Laser) champion. Matthew Hobbs was the OSA under-13 single-handed champion (Optimist), and came 32nd in the 134 boat fleet at the US National Championship. Matthew qualified for the 1989 Optimist World Championship in Yokohama, Japan, and the Canadian team of three boys and two girls came to NSC for a training week. Julia Murnaghan was the Optimist coach for the summer. In the fall, the board agreed to have a new director with responsibility for the youth program, at Commodore Tom Winlow's suggestion. Keith Hobbs, for many years the coordinator of the youth program, was elected as the first youth director.

A pool and pizza party was held in May 1990, primarily for the 7 to 13 age group to practice



Optimist capsizing drill, Carleton University pool, 1993.

capsizing and recovery in an Optimist. This capsizing drill became an annual event. At the club, five Laser Radials were available for qualified young sailors, as a step between Optimists and Lasers. In June, BYC and NSC took turns hosting sailing clinics for Optimists and Lasers, followed by a barbecue. By the end of June, thirty young NSC members had participated in sailing Optimists or Lasers, for recreation or racing.

NSC hosted the Ontario Optimist Dinghy Association class Championship in July (the Ontario under-13 single-handed championship). 58 Optimists took part, with skippers from Florida, Mississippi, Boston, Detroit and Saint-Pierre-et-Miquelon. The majority were Canadians, 21 from this region, 13 from NSC. Iain McEvoy won fourth place in the 10-and-under fleet. Aaron Hobbs was top Canadian and became OSA 13-and-under single-handed champion for 1990. Duart Snow ran the race committee, Derek Parlour the protest committee, and John Vines of BYC and Sail Nepean provided safety boats. NSC showed that it could operate a large scale youth regatta successfully.

For the first time, NSC sent a Laser team to the CORK youth festival and Laser Canadian Championship in August. Eight skippers including the coach took part. Two qualified for the gold fleet, sailing with the world's best. Matthew Hobbs qualified again as a member of the five person Canadian team going to the Optimist Worlds, this time in Portugal. The training camp was held in Quebec City.

In 1990 a letter of understanding outlined the relationship between NSC and OSA's Sail Nepean sailing school. At this point the club provided Sail Nepean with classroom space, drysail ramps and dinghy storage at no cost. In return the youth program used the school's Optimists during the evening and

weekends. School graduates received membership privileges, and were encouraged to become active in the club. The NSC youth centre (old clubhouse) was shared with Sail Nepean.

**In 1991** the youth sailing program received a grant of 50% from the Ontario ministry of tourism and recreation to purchase five Optimists and hire an instructor. This made it possible to take part in out-of-town regattas on weekends, and have a team participating in the national-team-qualifying regattas. Mike McDowell, club member and 1988 Ontario 16-and-under Laser champion, was hired as instructor of the "Start sailing: start racing" program in which 75 sailors between age 7 and 13 participated. He also led Optimist recreational sailing and assisted with racing clinics.

Aaron and Matthew Hobbs both qualified for the five-member Canadian team to take part in the Optimist Worlds in Greece, in July 1991, but Matthew was now too big for the boat. This was the third year that NSC had been represented on the Canadian Optimist team at the World Championship. NSC took the top three positions in the Optimist fleet at the National Capital Regatta (Jonathan Clark, Iain McEvoy, and Peter Sutherland).

For the first time NSC offered the CYA Silver Sail racing standard, as an extension of the five learn-to-sail course levels offered by Sail Nepean.

NSC placed third in the Eastern Canadian 16-and-under Laser Championship in New Brunswick. Taking part in out-of-town regattas made a major contribution in making the club known and respected at provincial, national and international levels.



At the end of August a new program was introduced, the Ottawa-river Youth Sail Training Regatta or OYSTR. This was a how-to-race festival, using any type of training boat. Invitations were sent to clubs and schools in eastern Ontario and western Quebec.

OYSTR 1991.

**In July 1992**, NSC hosted the OSA 16-and-under single-handed Championship; Aaron Hobbs won gold in Laser Radial and Matthew Hobbs won bronze in Laser. The team of Matthew Hobbs, Aaron Hobbs and David Belford won gold medals at Kingston in the Ontario 16-and-under team-racing Championship, while Tara Dear, Christian Larose and Ben Welsh won silver. Our young sailors brought home a large trophy from Jemmett Insurance (mounted on a Laser rudder). Aaron Hobbs won his third gold medal of the year in Toronto, becoming the 18-and-under Laser Radial champion for Ontario. By the end of the summer young NSC members had brought home 15 provincial medals.

After 8 years of the youth sailing program, Keith Hobbs reported that 90 children were involved. Members raced at the Aylmer Regatta (in the Optimist class they placed 1,2,3), the Hank Lammens regatta in Brockville (our 6-member Laser team took the top





NSC juniors, 16-and-under Laser championship, 1992.

three 16-and-under positions), and the Optimist provincial championship in Sarnia (our 5-member team brought home a third place award). At CORK, in mixed-club team-racing, two NSC members were on the winning Optimist team. Our first Laser II entered at CORK did well and the crew of Rob Fox and Crystal Huscroft went on to win first place at the OSA provincial high school championship in Peterborough, in over 20-knot winds.

NSC held its first annual Optimist Racing Camp, led by coaches Ted Norman and Matthew Hobbs.

OYSTR, in its second year, was identified as one of CYA's regional Youth Olympic Training Seminar events (YOTS). Club youth won CYA silver and bronze medals at the Eastern Canadian Championship in Montreal.

By the end of 1992 OSA ranked the NSC youth program fourth in Ontario. (Royal Hamilton was first, RCYC second and Kingston third.)

At the start of the club's 1992/1993 fiscal year, OSA's Sail Nepean gave notice of its intention to close its operation. According to OSA's 1993 annual report, Sail Nepean had succeeded in its objective as a seed program to encourage more participation in sailing, so OSA would now transfer boats and equipment to other clubs and regions in need of start-up resources.

In 1993 NSC took over responsibility for all on-site sail training facilities and programs. This included youth and adult, dinghy and keelboat programs, and the addition of windsurfing instruction. The club's budget was already set, with no provision for buying training boats, but OSA leased their boats to the club for a year. From now on, the sailing school was run by the club. The sail training and youth racing (STYR) committee expanded, to raise funds, buy boats, maintain equipment, and run programs.

Four club members took on the adult cruising courses. Laura Mahan, Brad Bates, Colin Nicholson and Glenn Macintosh, all certified CYA sailing instructors for Basic or Intermediate Cruising, taught these courses aboard their own boats in 1993. In 1994, Brad, Colin and Glenn continued the adult courses. Between 20 and 30 adults have been certified as cruising students each year.

Two Olympians (Barcelona 1992) contributed to sail training and youth racing activities in 1993. Shona Moss developed a joint NSC/BYC CYA Gold Sail training program with a view to developing a National Capital Region racing team. Carol-Ann Alie (holder of three world windsurfing championships before

competing at Barcelona) presented two introductory windsurfing classes at NSC.

In August 1993, NSC's under-16 team of Jonathan Clark, Tara Dear and Aaron Hobbs, defended the provincial team title at Sturgeon Lake. All six Optimist racing boats went to the championship at CORK. In St. John's in heavy weather, NSC won a bronze medal at the CYA Eastern Canadian 16-and-under Laser Championship. A new event for NSC was the provincial triple-handed championship in Hamilton, in Lightnings, in which our team collected OSA bronze medals.

The BOOM program was held again at NSC at the end of August, providing an introduction to sailing, a regional regatta, and the Ontario Championship.

Every weekend from mid-May to mid-September there were between two and 20 youth sailors out in Optimists, Lasers, Laser IIs and Lightnings. Our young members were truly competitive at local, provincial and national regattas, being ranked third overall in the province by OSA. Graduates of these racing program were starting to vie for positions as instructors, as well as crewing on keelboats.

Sail Nepean's role in developing young sailors was recognized when Brian Jeun-Conway (NSC member) along with John Bottriell and Peter Wood, were awarded the OSA President's trophy for 1993 for their work in the Sail Nepean sailing school.

In 1994, STYR and other NSC members learned how to repair fibreglass at the club's rented work area near Carp. In addition, 11 Optimist hulls were bought and the spars and rigging were assembled and installed.

An agreement had been signed with local Sea Cadets, and in 1994 Sea Cadets started sailing from

the drysail area, keeping their boats at the club and using our facilities. They were welcomed as possible future members.

NSC hosted the local district 13-and-under Laser II double-handed Championship in July, with winners going on to the Ontario Championship. Enrolment in windsurfing courses increased significantly with the availability of a full-time instructor.

NSC youth had continued to do well in provincial competitions. Standings for 1994 were: 13-and-under, first female, second male; 16-and-under second female, sixth male; 18-and-under, first and sixth male; 16-and-under team-racing, first. Overall NSC was again ranked third top club in Ontario by OSA.



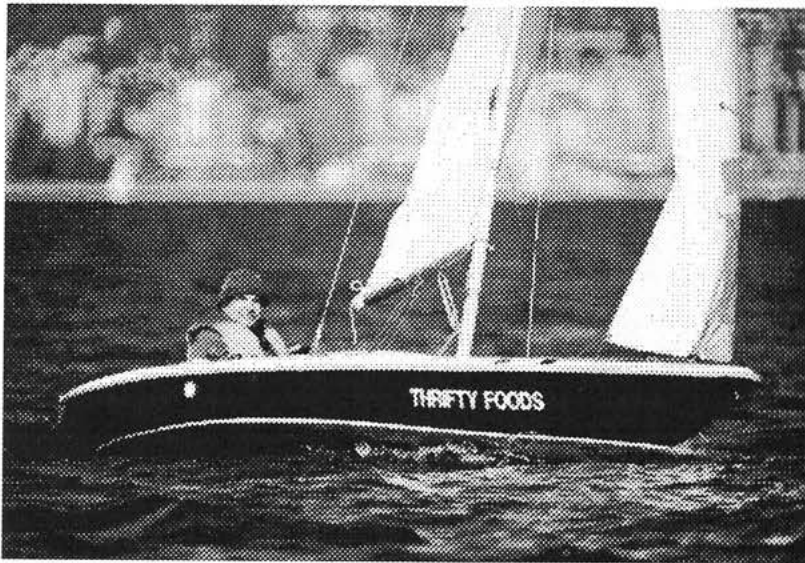
### **National Capital Able Sail Association**

In 1992, George Simpson had attended a world congress in Vancouver for the disabled and seen a demonstration of sailing for the disabled. George tried a Sunbird, with an instructor to tell him what to do. Back in Ottawa he took the Learn to Cruise program at Sail Nepean, with Colin

George Simpson  
(Clarion, August 21, 1994).

Nicholson as his instructor. He next took part in the Mobility Cup Regatta in Vancouver, in August 1992 and loved it, coming back to organize the Freedom Sail committee in 1993, to promote sailing for the disabled in the Ottawa area.

In 1994 all this organization culminated in a demonstration project to provide sailing opportunities for adults and children with disabilities. It took place over five weekends, used three sailboats loaned for the occasion, and attracted the participation of dozens of people affiliated with the National Capital Able Sail Association. Keith Hobbs coordinated for NSC, Riverside Boat Works in Duluth, Minnesota, loaned two 2.4 metre boats (Norlin Mark III) for the five weeks, and a 15 foot Sunbird was loaned by the Disabled Sailing Association of British Columbia.



NSC member Gerry Purchase at the Mobility Cup Regatta, English Bay, Vancouver, August 1994.

## 6. Racing and the development of the club

Racing, both club and interclub, and at higher levels, has helped to develop the sailing club. Racers visiting other clubs brought back knowledge of good and bad ways of doing things, which helped NSC avoid mistakes and develop the world-class facilities that we have today. NSC started hosting provincial, national and international regattas, which tested members' organizational skills and the facilities to the utmost.

**A weekly club racing program started in 1980,** with the emphasis on participation. There were three classes, Laser, under 19 feet, and 19 feet and over.

**In 1981** the racing program continued, with separate starts if there were five or more entries of a particular design. A catamaran class was added to make four classes. Participation went up but not as much as expected and in September, Fleet Captain Glenn MacIntosh suggested that prizes, handicapping and race results would increase interest.

In the National Capital Regatta, in July 1981, NSC members in Hobie 16s took first and third place (Dave and Cal Alexander, and Glenn MacIntosh and Scott Hayley).

**In 1983,** two trophies for racing were inherited from Dunrobin Shores S.C. and were inscribed:

- Leon's TV award, NSC Turkey Trot (donor Leon Cloutier);
- Scott's Restaurants trophy, NSC Mohr Island Weekend Race (donor, Gerry Keating).

Other trophies were donated at this time:

- MacDonald Anniversary Award (plaque), NSC Mohr Island long distance race (donors Mr. and Mrs. Jim MacDonald;



- Scott's Restaurants plaque, NSC keel boat fall series (donor, Gerry Keating);
- Commodore's Cup (donated by Ned and Anne Toole);
- NSC Social Committee Cup, NSC summer series dinghies, first place, with an individual trophy to be kept by the winner (donated by social committee);
- Greg Brulé Bowl.

Ray James was in charge of organizing the trophies. From seven trophies in 1983, the awards have built up so that by the end of 1994 there were at least 34 named club trophies. These are now displayed impressively in the wall cabinet in the members' lounge.

By July 1983, the racing program was underway with an average of 7 dinghies and 10 keelboats turning out for racing. By August there were enough keelboats turning out to split them into A and B fleets, with 10 dinghies and 15 keelboats at the starting line for the summer series. Dredging was still going on with difficult access to launching ramps for drysail boats. To encourage racing, it was suggested that weekend races be held for novices. Interest in racing continued to grow. Ray James has kept records of race results since 1984.

A women's keelboat race was held for the first time in 1987. The following year it became a series of six races, and has continued since then.

By 1988 the Tanzer 22 fleet numbered over 25 boats. A contingent went to Hudson Yacht Club for the T22 North American Championship. Doug Patterson came fourth in *Tarka*, Allan Maclatchey was sixth in *Easy Go*. The number of dinghy sailors had increased that year, with new members joining both Albacore and 505 fleets. At the National Capital Regatta, Bruce Lorimer

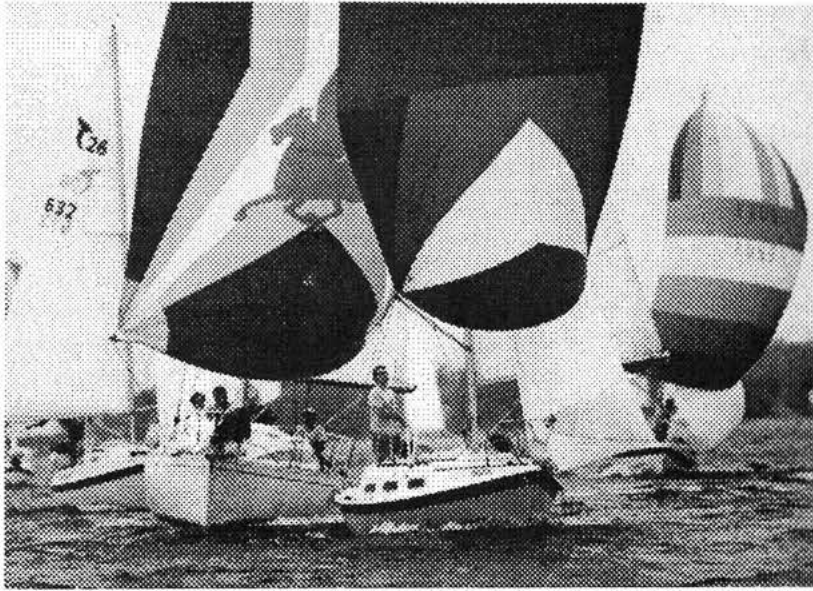
came 5th in a Laser fleet of over 50 boats, and John Bryant and Colette Gagnon took first place in the Albacore fleet, winning the Ontario Albacore Championship. The sailing committee held seminars on race tactics, navigation and safety and cruise planning, with films shown at each seminar.

Scott McKinnon in *Rumrunner*, became Kirby 25 Canadian champion for 1988 by winning the Quebec Open Regatta at Royal St. Lawrence Yacht Club. His crew were Doug Patterson, Derek Stapleton, Gord Grant and Tom Winlow. Johan Koppernaes' boat came third. NSC members received royal treatment.

Four Laser 28s from NSC took part in CORK, coming 7th (*Colibri*), 12th (*Espresso*), 18th (*Phantôme*) and 21st (*Ottobahn*) in the gold fleet of 29 boats, and 3rd (*Espresso*) and 6th (*Phantôme*) in the silver fleet of 17 boats. The club was proud to see boats, skippers and crews from NSC taking part in interclub, provincial and national level events with such good results.

In 1989, NSC hosted three major championships: the North American Albacore Championship, with light winds for the 24 boat fleet that included the current World, North American, National and Ontario champions; the Kirby 25 Worlds and North American Championship (Al Malo in *Skidbladnir*, was the winner); and the Malibu Coconut Rum Tornado and Dart Regatta.

At CORK, three of our Laser 28 fleet did very well, placing 4th and 6th in the Gold fleet (11 boats) and first in the Silver fleet (11 boats)—*Amigo V* (Bernie Coyne), *Colibri* (Jean Leduc) and *Espresso* (Pierre Boudreau). At a Kirby Invitational Regatta in Barrie, Tom Winlow in *Southern Comfort* came first and Geoff Boole placed 5th in *Sunny Side Up*, in a fleet of twelve



Thursday night racing—boats in B fleet bunch up during a spinnaker leg (Paul Latour, August 27, 1989, *Ottawa Citizen*).

boats. Obviously racing on the Ottawa was an excellent training ground for out-of-town events.

Sailing was made a special showcase event at the Festival of Spring on Dows Lake in May, with NSC and other clubs in the region taking part. Erin Hobbs won the Optimist class and John Bryant and crew won the club trophy in a 420.

The OVYRA committee ran PHRF series races every third Monday, as well as class racing for fleets of five or more boats on Sunday afternoons and Monday evenings in which the Kirby 25 fleet participated. Thursday night keelboat racing continued with an average of 42 boats taking part. The split between A and B fleets was changed due to increased numbers in the A fleet. Wednesday night racing averaged 18 dinghies and 9 catamarans. New permanent yellow

race marks were bought, to be installed by DOT. The diameter of the circle of marks was reduced by 200 feet to avoid low-water problems around B and F marks.

In 1990 the split between B and C fleets for keelboat racing was changed. A time-limit was also introduced: boats had to finish within 30 minutes of the first boat in their fleet or score DNF. Both changes were intended to let the race committee get home sooner. In dinghy racing a 15 minute time-limit was introduced, so that there would be time for a second race. Optimists were given a separate start.

The NSC Open Regatta was moved from July to September to balance the regatta schedule and improve the chance of good winds. In 1990 NSC hosted the Albacore Ontario Championship and the Optimist Ontario Championship, and helped with the Kirby 25 Worlds at BYC in which Commodore Tom Winlow came third. *Southern Comfort* also came 2nd in the Kirby Regatta in Barrie, while Doug Patterson came first in the Tanzer 22 North Americans. Tom commented that travelling to other regattas reveals what a magnificent facility we have at NSC, with plenty of harbour space compared to other clubs.

In May a racing bulletin board was installed in the new clubhouse. There was a significant improvement in Wednesday evening participation (dinghies and catamarans), with about 50 boats turning up on several occasions, (average 32), and more post-race socializing in the clubhouse. The club acquired an Albacore, *Phoebe*, for use by members. Colin Marlow maintained it in return for priority in using it.

In 1991 the difficult decision about the timing of the club regatta, in summer for warmth and sun, or in the fall for wind, was solved by moving the NSC Open Regatta back to the end of July, as a social and racing

event, and having another dinghy and catamaran regatta at the beginning of September.

Johan Koppernaes, Tom Winlow, John Steensma and others competed in the Polaris Cup in Halifax, a match-racing challenge series similar to the America's Cup. Invited clubs compete to be the challenger of the previous year's winners. NSC members did not win many races but honorably represented the club. The series was held in Halifax harbour, right off downtown, and there were large crowds of spectators ashore and in boats.

### **1992 saw three firsts:**

A match-racing regatta was held for the first time at the end of May. Designed as a spectator event, it was held as close to the outer arm as possible. It was used to prepare and select the challenger for the Polaris



The sails of spring, Women's series keelboat race, NSC and BYC (Wayne Cuddington, May 29, 1991, *Ottawa Citizen*).

Trophy in Halifax. Races took about 20 minutes and placed a premium on crew work, knowledge of rules and sail handling. Owners and all crew had to be NSC members.

The Kirby 25 fleet organized a one-design regatta, to support the Canadian sailing team in Barcelona at the Olympics. This was the first Midland Walwyn Regatta, named after its major sponsor, and held in June. \$4,500 was raised for the Canadian sailing team going to the Olympics. (Jack LeMay wrote an article about it for *Sailing Boat* magazine in July 1992).

In August the Nepean Open Regatta combined with the Ottawa Valley Chapter of the Kidney Foundation to have the first Kidney Regatta Day. This resulted from (but did not replace) successful annual patient picnics organized by Gill and Dan Litchinsky since 1984, in which members take kidney patients and their families sailing. The aim of the regatta was to celebrate Canada's 125th anniversary, and raise money by getting local businesses to sponsor boats. \$3,000 was raised for the Kidney Foundation.

The district #3 Laser Gold Cup regatta was held in September 1992, a qualifier for the Laser Worlds.

In 1993 a Tornado regatta was held at the end of May, with entrants coming from across Ontario and Quebec. Many potential Olympic team members attended.

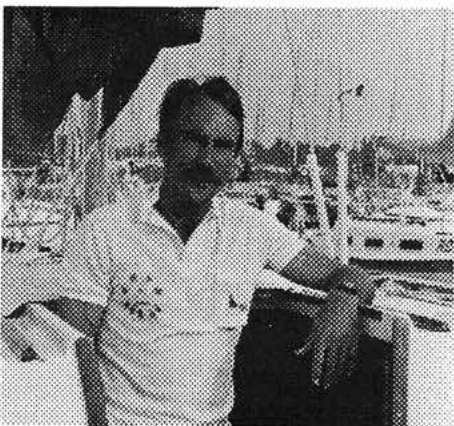
The second Midland Walwyn Regatta, held in June, raised \$5,000 for the CYA to fund the Canadian youth team taking part in the IYRU Youth Worlds 93 in Italy. (Two young sailors from the Royal St. Lawrence Yacht Club represented Canada and were winners of a bronze medal in the Laser II class). Competitors came from Toronto, Sarnia, Whitby, London, Barrie, Montreal and Quebec City. In addition to the annual



Kirby 25 class Championship event out of which the regatta grew, there were events for Laser 28, Tanzer 22, Albacore, Shark and Mirage 24 fleets. Winds were light and variable for the three races on Saturday but picked up to provide excitement for the spinnaker-packing contest on-shore. Three hundred people attended the steak barbecue on Saturday night. Good use was made of an outdoor hot tub, brought in for the occasion. On Sunday racing conditions were excellent, with steady winds of about 10 knots. Four intense races were held, followed by the presentation of trophies and prizes to mark the end of a highly successful weekend.

For the second Kidney Regatta Day (Nepean Open Regatta) in July, there were activities on and off the water, culminating in a hip-of-beef dinner and dance. There was a celebrity harbour race in Optimists in support of organ donation, with local doctors and TV and radio personalities taking part, and approximately \$7,500 was raised. (Gill Litchinsky, *Telltale*, October 1993.)

Doug Patterson, Lyn Williams and John Perry came first in the Tanzer 22 class at CORK, in August. Doug had joined NSC in 1985 when he bought his Tanzer 22, *Tarka*. Before that he had raced his Laser, and in 1984 took part in the North American Laser Championship in Quebec City. In *Tarka*, he had won the annual Tanzer 22



Doug Patterson (photo: *Carp Valley Press*).

Canadian Championship since 1987 and the North American Championship several years running (second in 1992 by a whisker). He was on the sailing committee since joining, and Fleet Captain in 1986 and 1987. In 1991, Doug came first in Tanzer 22 regattas in Kingston, Montreal and Charlottetown and was written up in the *Carp Valley Press* (August 29, 1991). He was chairman for the 1993 Nepean Open Regatta/Kidney Foundation fund-raiser.

Bernie Coyne and Lynn Squire (*Amigo V*) took both the Laser 28 North American Championship and the CORK Laser 28 Championship in 1993.

Club members distinguished themselves at the Kirby 25 Championship at Barrie in September. Overall winner was Johan Koppernaes' boat, with Bob Blain's third, Tom Winlow's 6th and Steve Trevitt's 9th. It was quite an undertaking to trail these boats to Barrie and back, let alone sail them.

In 1994, the club adopted the new simplified racing rules that IYRU introduced as an experiment.

Sean McCann and Doug Brown announced that they were hoping to get into the 1996 Olympics in Savannah, Georgia, racing a Tornado catamaran. In 1994 they concentrated on training and developing as a team. They trained in Florida in February and March. They competed in Bermuda Race week (3rd place) and in the Tornado North American Championship, also in Bermuda (6th place) in May. At the end of May, the Tornado Canadian World Qualifying Regatta was held at NSC, and Sean and Doug came first, qualifying for funding by the CYA to the 1994 Worlds in Sweden.

The third annual match-racing regatta, in May, had to be cancelled due to lack of wind.

The third Midland Walwyn Regatta was held in June, again supporting Canada's youth sailing team. The fleets involved were: Kirby 25, Laser 28, Tanzer 22 (North American Championship), J24 (Genco Cup series), Shark, and Mirage 24. Hot air balloon rides were given by Yellow Pages. *Black Jack*, the tall ship skippered by BYC Commodore Simon Fuller, made trips from NSC's dock out to the race course on both days, for a small fee. The regatta raised \$5,000, which was presented to CYA at the closing ceremonies. A total of 78 boats competed, 39 from out-of-town. There were challenging racing conditions with gusty shifting NW winds on Saturday, veering to North on Sunday. The record-breaking temperature (35°C) and high humidity made Saturday a long hard day. Many cooled off overboard between races. 300 people attended a steak barbecue and dance, with a shuttle bus taking them between Nepean and BYC for the barbecue. The reputation of this regatta was spreading and attracting boats from a large area, including the US. In addition to the funds raised for CYA, enough was made to pay for half of our new coach-boat for local youth racers, and the bar revenues of \$7,000 helped to keep other costs down for members.

For the third Kidney Regatta Day (Nepean Open Regatta) in July 1994, activities on and off the water were followed by a supper for 120 people and a "Karaoke Party". The celebrity harbour race in Optimists suffered from light winds, and hand paddling was the preferred means of propulsion, but the other races had enough wind. Over \$7,000 was raised. (*Telltale*, Sept./Oct. 1994.)

## 7. The race-committee boats

For the first few years a member's boat was used as a committee boat for race management, frequently Colin Nicholson's *Corinthian*. In 1982 an arrangement was made to borrow a pontoon boat for race committee work, in exchange for mooring and maintenance by the club. In 1983, a 29' long by 8' beam pontoon boat with 80 HP motor was bought for \$6,000 from Len's Cove Marina, Toronto, specifically for race-committee use. It needed work on the superstructure. A mast, flag staff and signal yardarm were installed.

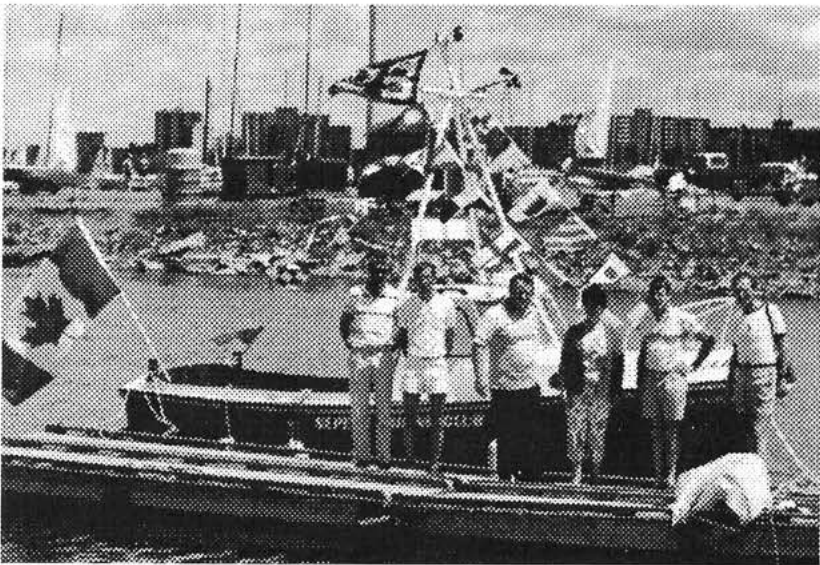
On July 27, 1985 this committee boat sank during the second Tanzer 22 race in the annual regatta. According to the report given to the directors, an automatic bilge pump failed near Aylmer Island. Race committee members on board did not at first notice the hull filling with water. The boat started to sink and turn over, and several items were lost overboard. Bob Boole fired off a box of shells trying to attract attention while the boat was sinking. Racers saw what they thought was a wind-surfer near the finish mark, with "two guys on it waving". At last they realized it was the upturned committee boat, and set off to rescue the crew. The weather made it difficult to recover the upside-down floating boat immediately, so it was marked with extra lifejackets and anchored for security, 100 feet north of A mark, out of the main channel. The intent was to have divers place air-bags under the boat to turn it over when the weather improved. The crew of Peter Richards, Dorothy Lloyd, Sharon Scharfe and Bob Boole were taken off by Tanzer 22 *Easy Go*.

On the following Tuesday, the boat was dragged onto the Quebec shore upside-down by members of another local sailing club who presumably thought they were

rescuing it. Towing the boat upside-down destroyed the superstructure. In addition several items still of value were removed without permission. The remains of the boat were then towed back to NSC.

The boat was valued at \$5,183. Other equipment lost equalled \$2,207. After deductible, the insurance company offered \$7,340. After replacement of lost items, the balance was put towards purchase of a new committee boat.

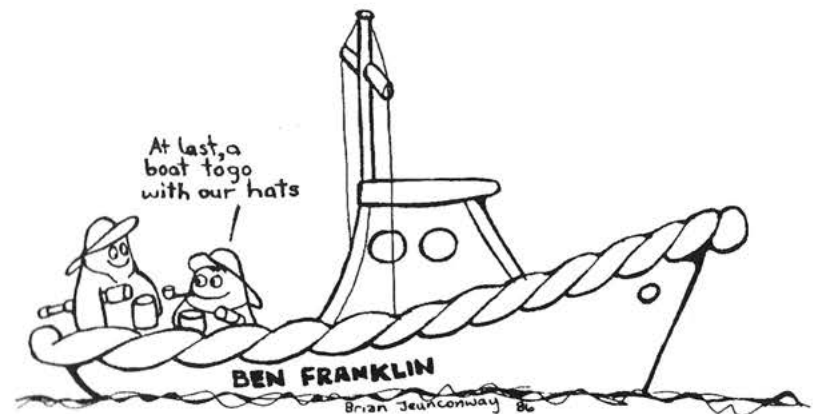
A Romany 21 fishing boat, price \$9,600, was delivered on April 12, 1986, on one month's trial. She required \$1,322 in repairs to the gearbox to make her operational, and legal proceedings were undertaken to have this refunded by the previous owner. The mayor had been consulted earlier in the year as to whether she could be named after him and on NSC's 8th birthday, celebrated on June 14, 1986, she was christened *Ben Franklin*.



Doug Patterson, Tom Winlow, Mayor Ben Franklin, Sherry Franklin, Keith Paremain, Gord Smith at christening, June 1986 (photo: Roberta Hayley).

*Ben Franklin* was built in England by the Romany Works near Poole, Dorset in 1969. The design is a Romany 21, Round Bilge Fisherman, boat number 5095. Length overall is 20'9", beam 7'9", draft 2'0", weight 5000 lbs with 1250 lbs of internal ballast. The engine is a Perkins Marine diesel, 47 HP, powering a 3 bladed, 17" by 10" left handed propeller via a 2:1 hydraulic Velvet Drive Borg Warner gearbox. Cooling is through a sea-water-type heat exchanger feeding a wet exhaust. Maximum speed is 8 knots in almost any weather. The boat is intended for use by professional fishermen, tanker companies, exploration companies, oil rigs, and as a harbour tug. The construction is fibreglass with teak trim and mainly bronze fittings. *Ben's* first owners, Marine Industries Ltd. of Sorel, Quebec, witnessed her sea trials in Poole harbour on October 7, 1969, and then she was shipped to Quebec City on the *SS Rapello* from Victoria docks in London, England, on October 21, 1969.

On May 26, 1977, she was sold to the Geodex Foundation of Pointe Claire, and then after an unknown career, ended up at the Upper Canada Village Marina near Prescott, Ontario, where Allan Maclatchy and Gord Smith found her in 1986.



Cartoon: Brian Jeun-Conway (*Telltale* June 1986).



In 1988 *Ben Franklin* inspired a sea shanty by Ian Griffin, which starts:

Now come aboard you sailors all, who race on Lac Deschênes,  
Of a boat I'll tell, you all know well, *Ben Franklin* is her name....

The race tonight the Skipper says, will really start on time,  
Accordin' to the weather-man the evening will be fine.

Now throttle back and stop my lad, and drift here for a time,  
The wind we'll measure, then decide, where is the starting line....

So sailors all who raise your beers when you get back to base,  
Just give a thought to Skip and crew who organized the race....

(All 18 verses were printed in *Telltale* 89/1.)

By 1989 a complete overhaul of *Ben Franklin* was due and this was carried out over the winter and spring 1990. A description by Allan Maclatchy of the work carried out appeared in *Telltale* 90/7. It took 10 Saturdays plus a few evenings, between the end of February and the end of April, in a rented barn. First the boat had to be moved to the barn and the barn fixed up so that the workers didn't freeze (Gord Charron installed electric heat). John Perry and Derek Parlour, assisted by Doug Patterson and Jim Unsworth, worked on the interior woodwork. Rick Mercer rebuilt the rudder with specially made pintles and gudgeons. John Mann fixed the anchor fitting, Jim the windscreen, while Parke Davis, Nigel Denyer, Ray James, Lyn Williams and others refinished the hull. Soren Nielsen organized the flags and race equipment. There were many other jobs, including removing the head, which was full.... Geoff Dobbs completed a large repair at the starboard aft corner which survived a collision two weeks back into service (but a large chunk of deck did not). Allan obtained a 60' length of 3.5" diameter old rope for a gunwale fender, on a business trip to Nova Scotia, and somehow managed to bring it back on the plane. Finally Geoff re-sprayed the outside and inside of

the boat after all the woodwork was refinished, and Nautilus Yachting moved her back to the sailing club.

In spring 1993, many hours were spent to upgrade the *Ben Franklin's* structure, to make it a strong, safe boat for all kinds of weather. This involved putting in new struts, and while they were at it the plumbing was replaced.

In 1994 *Ben Franklin* was repainted, varnished, patched and fixed, ready for re-dedication on NSC's fifteenth anniversary, celebrated on May 29th, SINS Day.

## 8. Looking back on the first fifteen years

In fifteen years the club went from nothing in terms of the site, docks and clubhouse, to what we have today, the largest sailing operation in the area. At the end of the 1994 season there were 400 boats at moorings in the harbour, 153 boats in the drysail, 30 school boats and 25 “odd” boats on trailers, for 734 paid memberships, representing about 1600 people.

Gerry Gravelle, the club’s first commodore, admits that he sometimes misses the atmosphere of NSC when it was a small club struggling to establish itself, but he says that he is very proud of what has been accomplished.

Gravelle also points out that the club has succeeded in providing all Nepean residents with easy access to the Ottawa River. In addition to being able to join the club and take sailing courses, all residents are able to take advantage of the launching ramp and parking lots, and walk along the breakwater to enjoy the river. He stresses that this is especially important for a city with so little shoreline along the Ottawa River.

More than anything else, the opening of the clubhouse in 1990 changed NSC. For a proportion of members, the clubhouse became their home-from-home, a place to meet friends, and have a drink or a meal, in addition to being the base for their sailing activities. The club was now established and had the right atmosphere to encourage exciting new ventures such as hosting large regattas like the Midland Walwyn Regatta or the CYA under-23 championship, as well as community outreach events such as the Kidney Foundation Regatta or the project to provide sailing opportunities to disabled adults and children.

By 1994 when the club celebrated its 15th birthday, it was almost taking these events for granted, despite the huge volunteer effort required to organize and run them smoothly. The success of the work parties to build docks in 1994, and the revival of team or club spirit that they produced, surprised some people, but all it took was the challenge—as in the previous 15 years.

The club has received grants to build docks and dredge the harbour from SCH, and now is paying some of this back: mooring fees, and part of the drysail and public launch ramp fees go to the federal department of Fisheries and Oceans. In 1994 this amounted to \$25,000. According to Bill Levesque, the federal government contributed about \$1 million and the city about \$3 million for the entire site, over the fifteen years, to produce a park worth considerably more, thanks to the volunteer labour of members of NSC.

## Appendix A. List of Directors, NSC, 1978 - 1994

### Steering Committee/Founding Board of Directors, 1978-1979

Bill Mantle	Interim President
Roger Stacey	Vice President
Don Williamson	Original Founder
Brian Conway	Advisor
Keith Cattell	Director
Bill Gould	Director
Bill Large	Director
Jack Wilson	Treasurer
Walter Blandy	Director
Peter Koelbleitner	Director
Victor Wehrle	Director
Bill Levesque	Nepean Parks & Recreation

### Board of Directors, 1979

Gerry Gravelle	Commodore
Chuck Elbourne	Vice Commodore
Harry Hayley	Rear Commodore
Keith Cattell	Fleet Captain
Bill Adams	Secretary
Jack Wilson	Treasurer
Bill Mantle	Past Commodore
Patti Floysvik	Membership Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

### Board of Directors, 1980

Gerry Gravelle	Commodore
Bill Adams	Vice Commodore
Harry Hayley	Rear Commodore
Glenn MacIntosh	Fleet Captain
Bill Mantle	Past Commodore
Colin Nicholson	Secretary
Marg Castonguay	Treasurer
Dave Alexander	Membership Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

### Board of Directors, 1981

Colin Nicholson	Commodore
Harry Hayley	Vice Commodore
Ned Toole	Rear Commodore
Glenn MacIntosh	Fleet Captain
Gerry Gravelle	Past Commodore
Bill Mantle	Secretary
Gillian Litchinsky	Treasurer
Dave Alexander	Membership Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

### Board of Directors, 1982

Ned Toole	Commodore
Harry Hayley	Vice Commodore
Andy Rezebergs	Rear Commodore
Keith Paremain	Fleet Captain
Colin Nicholson	Past Commodore
Gordon Townsend	Secretary
Don Lee	Treasurer
Dave Alexander	Membership Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

### Board of Directors, 1983

Ned Toole	Commodore
Keith Paremain	Vice Commodore
Andy Rezebergs	Rear Commodore
Ray James	Fleet Captain
Stan Seymour	Secretary
Don Lee	Treasurer
Cedric Pilkington	Membership Director
Dolores Greig	Social Director <sup>1</sup>
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

<sup>1</sup> Social Director position new in 1983.



**Board of Directors, 1984**

Barry Deans	Commodore
Keith Paremain	Vice Commodore
Charlie Jones	Rear Commodore
Allan MacLatchy	Fleet Captain
Ned Toole	Past Commodore
Stan Seymour	Secretary
Cedric Pilkington	Treasurer
Dan Litchinsky	Membership Director
Dolores Greig	Social Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

**Board of Directors, 1985**

Keith Paremain	Commodore
Dan Litchinsky	Vice Commodore
Charlie Jones	Rear Commodore
Allan MacLatchy	Fleet Captain
Barry Deans <sup>2</sup>	Past Commodore
Klaus Dellin	Secretary
Cedric Pilkington	Treasurer
Glenn MacIntosh	Membership Director
Katherine Ganz	Social Director
Mayor Ben Franklin	Director
Ald. Hugh McDonald	Director

**Board of Directors, 1986**

Keith Paremain	Commodore
Cedric Pilkington	Vice Commodore
Tom Winlow	Rear Commodore
Doug Patterson	Fleet Captain
Klaus Dellin	Secretary
George Webber	Treasurer
Glenn MacIntosh	Membership Director
Katherine Ganz	Social Director
Mayor Ben Franklin	Director
Ald. Beryl Gaffney	Director

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<sup>2</sup> Keith Paremain took over the Past Commodore duties in fall 1985 when Barry Deans moved to Belleville.

**Board of Directors, 1987**

Charlie Jones	Commodore
Gord Smith	Vice Commodore
Tom Winlow	Rear Commodore
Doug Patterson	Fleet Captain
Keith Paremain	Past Commodore
Jim Harris	Secretary
Brian Aiken	Treasurer
Wayne Hughes	Membership Director till July
John Smith	Membership Director from August
Dolores Greig	Social Director
Mayor Ben Franklin	Director
Ald. Beryl Gaffney	Director
Alastair Lumsden	Club Manager

**Board of Directors, 1988<sup>3</sup>**

Charlie Jones	Commodore
Tom Winlow	Vice Commodore
Ron Thomson	Rear Commodore to March
Gord Charron	Rear Commodore from April
Yvonne Parlour	Fleet Captain
Gerry Gravelle	Past Commodore
Bart Tector	Secretary
Brian Aiken	Treasurer
John Smith	Membership Director
Loraine Nicholson	Social Director
Susan Peacock	Club Manager from May

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<sup>3</sup> In 1988, the two City of Nepean Director positions were removed.

**Board of Directors, 1989**

Tom Winlow	Commodore
Brian Aiken	Vice Commodore
Bob MacQuarrie	Rear Commodore
Yvonne Parlour	Fleet Captain
Charlie Jones	Past Commodore
Bart Tector	Secretary
Ian Hendry	Treasurer
John From	Membership Director
Cedric Pilkington	Social Director

Susan Peacock	Club Manager
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**Board of Directors, 1990<sup>4</sup>**

Tom Winlow	Commodore
Brian Aiken	Vice Commodore
Bob MacQuarrie	Rear Commodore
John Bryant	Fleet Captain
Keith Paremain	Past Commodore
John From	Secretary
Ian Hendry	Treasurer
Bart Tector	Membership Director
Nevaida Darling	Social Director until March
Andrew McGregor	Social Director from April
Keith Hobbs	Youth Director
Dolores Greig	Director-at-large (PR)

Susan Peacock	Club Manager <sup>5</sup>
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**Board of Directors, 1991**

Brian Aiken	Commodore
Randy Wiseman	Vice Commodore
Jim Ewart	Rear Commodore
Derek Parlour	Fleet Captain
Tom Winlow	Past Commodore
Sharon Scharfe	Secretary
Chris Hughes	Treasurer
Christine Kirby	Membership Director
Andrew McGregor	Social Director
Keith Hobbs	Youth Director
Nancy Mitchell	Director-at-large (PR)

<sup>4</sup> Two new directors were added in 1990, Youth and Public Relations.

<sup>5</sup> Club Manager position was abolished in January 1991.

**Board of Directors, 1992**

Brian Aiken	Commodore
Randy Wiseman	Vice Commodore
Jim Ewart	Rear Commodore to August
Don Sinclair-Chenier	Rear Commodore from September
Derek Parlour	Fleet Captain
Tom Winlow	Past Commodore
Geof Boole	Secretary
Chris Hughes	Treasurer
Pat O'Neil	Membership Director
Dolores Greig	Social Director to March
Nevaida Darling	Social Director from April to August
John From	Social Director from September
Keith Hobbs	Youth Director
Nancy Mitchell	Director-at-large (PR)

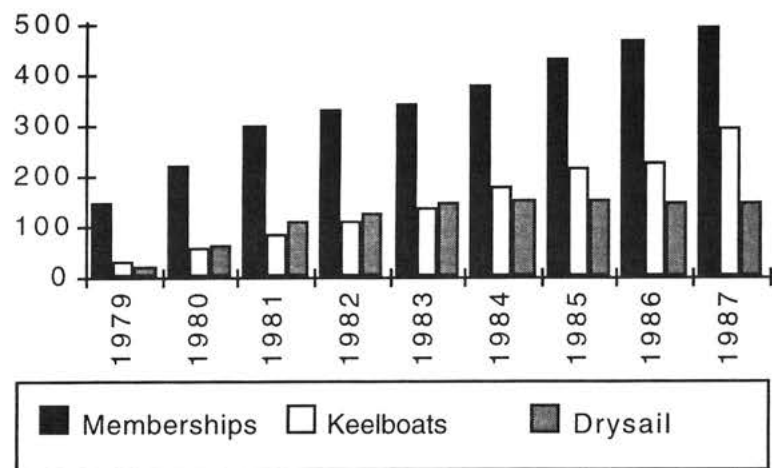
**Board of Directors, 1993**

Geof Boole	Commodore
Randy Wiseman	Vice Commodore
Don Sinclair-Chenier	Rear Commodore
Lyn Williams	Fleet Captain
Brian Aiken	Past Commodore
Nancy Dellin	Secretary
Joanne Wiseman	Treasurer
Pat O'Neil	Membership Director
Mary Ross	Social Director
Keith Hobbs	Youth Director
Brenda McCrea	Public Relations Director

**Board of Directors, 1994**

Geof Boole	Commodore
Pierre Choquette	Vice Commodore
Gary Wiseman	Rear Commodore
Lyn Williams	Fleet Captain
Brian Aiken	Past Commodore
Shelly Verheyden	Secretary
Rejean Roy	Treasurer
Pat O'Neil	Membership Director to March
Ken Pole	Membership Director from April
Mary Ross	Social Director to April
Carol Hitsman	Social Director from May
Tim Dear	Sail Training/Youth Director
Brenda McCrea	Public Relations Director

## Appendix B. Numbers of members and boats, 1979 - 1987



## Appendix C. The newsletter/*Telltale*

The club issued a newsletter right from the beginning in 1979, edited by Bill Mantle. The name *Telltale* was first used in March 1982. Originally it was printed on letter-size white or pale blue paper, but in 1984 a booklet format was introduced, with a pale yellow cover. From 1985 to 1987 the cover was pale blue, then for 1988 to 1989 Frank Haveman designed the stripes and triangular sails cover that was also used for the Wintario grant application and the membership directory. A different colour was used for each issue to reflect the changing seasons. To mark the opening of the clubhouse in 1990, Frank designed a new cover, incorporating the conceptual drawing of the clubhouse by the architects, Griffiths Rankin Cook. This was used until early 1993, when the format was changed to a letter-size newsletter and the masthead with signal flags was adopted. Brian Jeun-Conway was the "resident cartoonist" from 1985 to 1991. Paid advertising started in 1988 when Bart Tector was Secretary. In 1991 Nancy Mitchell negotiated an agreement with Canada Post to mail *Telltale* at a greatly reduced postal rate.

### Newsletter and *Telltale* Editors

1979	Bill Mantle
1980-81	?
1982	Jim Harris
1983	?
1984 - 1987	Harold Floysvik
1988 - 1992	Mo Laidlaw
1992 - 1993	Jacques Guérette
1993 - 1994	Michael McGoldrick
1994 - 1995	Patrick Post



## Abbreviations used in the text

AGM	Annual General Meeting
BOOM	Best-ever Ontario Optimist Mobile
BYC	Britannia Yacht Club
CORK	Canadian Olympic-training Regatta, Kingston
CYA	Canadian Yachting Association
DNF	Did Not Finish (race)
DPW	Department of Public Works (Canada)
FPBC	Friends of Pontiac Bay Coterie
IYRU	International Yacht Racing Union
LOA	Length Over-All
MOT	Ministry of Transport
NPR	Nepean Parks and Recreation
NSC	Nepean Sailing Club
O/D	Officer of the Day
ORCA	Ottawa River Cruising Association
OSA	Ontario Sailing Association
OVYRA	Ottawa Valley Yacht Racing Association
OYSTR	Ottawa-river Youth Sail Training Regatta
PHRF	Performance Handicap Racing Formula
RA	Recreational Association (for government employees)
SCH	Small Craft Harbours, division of Fisheries and Oceans (federal)
SGM	Spring General Meeting
SINS	Spring Inspection for the New Season (sometimes, Sail Into a New Season)
STYR	Sail Training and Youth Racing
YOTS	Youth Olympic Training Seminar