

THE CLUB THE MEMBERS BUILT



Historical Sketch of the Brockville Yacht Club
Brockville Ontario Canada



Important Dates in BYC History

- 1905 Charles Shirreff and his three sons build the factory that now houses the BYC clubhouse
- 1945 Sailing division of the Brockville Rowing Club formed
- 1956 Brockville Yacht Club officially founded with headquarters on Blockhouse Island (July 4)
- 1960 BYC Incorporated
- 1960 First issue of The BYC Log published
- 1971 BYC makes offer to purchase the Wrightway Laundry for \$95,000
- 1973 Harbour created by the sinking of two sand barges as breakwaters
- 1979 Barges replaced with rock fill as breakwater. Harbour can now accommodate 125 vessels
- 1982 The mortgage on the property is officially paid off by the members
- 1984 First edition of the "A Historical Sketch of BYC" published
- 1987 Workshop completed
- 1994 Launch of "Recovery"
- 1994 December 13 Purchase of Smith Island Property \$68,500
- 1995 April 22 "50 years BYC Sailing" Anniversary Ball
- 1998 Construction completed of floating docks
- 2003 BYC receives Trillium Foundation grant for Sailing School
- 2003 Tom Stubbs 90th birthday

THE CLUB THE MEMBERS BUILT

A Historical Sketch of the Brockville Yacht Club
Second Edition

1945 - 2004

Brockville Yacht Club
St. Paul Street
PO Box 241
Brockville Ontario Canada K6V 5V5

Telephone (613) 345-3146

Table of Contents

Foreword	i
The BYC Burgeeiii
Introduction	9

1945-1972

The Historical Riverfront	12
The Founding Years- Sailing Division of the BRC	15
The Pollywog Fleet	18
Tunnel Bay Comes To Life	20

1972-2004

The Permanent Home	28
Harbour 1972 to 1985	35
Haulout and Launch	45
Harbour 1985 to 2004	48
Building Improvements	50
BYC Racing Scene	51
Development of the Sailing School	52
The Story of Smith Island	56
“Recovery”	58
Well Known BYC Sailors	60
BYC Ladies Committee	65

Past Commodores	77
Sailing Division of the Brockville Rowing Club	77
Brockville Yacht Club (BYC)	77
Harbour Masters	78
Honorary Life Members	78
Honorary Commodores	78
Ladies Committee Chairmen	78
The Hardy Memorial Bowl Trophy	79
Lady of the Year Award	80

Acknowledgments

The BYC Burgee 1945-1972	Joan Gandier original text Bill Mantle
1972-2004	
The Permanent Home	original text Bill Mantle
Harbour 1972 to 1985	original text Bill Mantle
Harbour 1985 to 2004	Art Rouse
Building Improvements	Art Rouse
BYC Racing Scene	John Ker
Development of the Sailing School	Bob Panter
The Story of Smith Island	John Alexander
“Recovery”	John Malcolmson
Well Known BYC Sailors	Bill Mantle & Rodger Doner
BYC Ladies Committee	Linda Eyre Edited by Betty Nickle
Editor	Adrian Ten Cate
Layout	Leon Vandervalk
Photography	Elliot Parker Charles Low

In Memoriam to those that contributed to the cost of this book:

Frank Algar by Agnes

Ron Ferris by Carol

Foreword to Second Edition

Over a period of eight months our committee collected information to add to the history written by Bill Mantle. Originally the plan was to separate the “old” from the “new” history but in the end we decided to blend the two parts into one continuous story.

The reader will see a number of contributors as we attempted to involve as many knowledgeable people as possible. No attempt was made to rewrite all the text that was submitted. We only checked spelling and accuracy. We really felt that this would be a “book written by the members for the members.” Of course there will be errors and omissions and we will be delighted to correct those in the next edition!

We hope the readers will enjoy our efforts and the book will end up worn and dog eared.

Adrian Ten Cate, editor

January, 2004

Foreword to First Edition

It is almost 30 years since our Club was organized formally under its present name, and our membership has both grown and changed with time.

I joined the Club just after our move to the present location, and as a new member, I learned about some of our history from the more senior members. A few years passed and I gradually felt myself identify more with the Club as I took part in its activities, especially the work projects. It was during more recent work parties that I realized members even more junior than I had only a surface knowledge of the time and effort that had gone into the harbour, the grounds, and the clubhouse. None of these accomplishments had been documented in a form that was available to each

member and we stood a good chance of losing our heritage unless something could be done to preserve it.

In typical fashion, it was only necessary to plant the idea, and Bill Mantle took on the considerable task of organizing and writing the material. The result is the book you now hold. [*ed. first addition published 1984*]

The Brockville Yacht Club is made up of a happy combination of people who share a deep and continuing attachment to the river, the islands and what they both give us. In our Club, there are those who have the experience and ability to conceive ideas and develop them; those who can organize people and materials to implement the ideas; and there are those whose talents and energy make ideas and plans take tangible shape.

It is to all those people who have built our Club, who have worked in freezing temperatures in the harbour and the club-house, who have worked on moneymaking projects, who have supported activities in many other ways, and who have contributed to this chronicle, that this book belongs. It is indeed the record of The Club That The Members Built.

Jim Anderson, Past Commodore

April, 1984

The BYC Burgee

The Brockville Rowing Club created a Sailing Division in 1945 which eventually became the Brockville Yacht Club. The Brockville Rowing Club has a pennant with two tails. It has a blue border, a white centre and a blue Maltese Cross in the centre. The BRC Sailing Division adopted the current Burgee design. The white over blue with the line between was intended to show the Sailing Division was a division of the Brockville Rowing Club and the Maltese Cross was maintained but the colour was changed to yellow.

For those who knew the early history of the Brockville Rowing Club - Sailing Division and the Brockville Yacht Club, there was a Pollywog Fleet to encourage and train young sailors. The Pollywog Fleet used the same burgee but flew it upside down - that is blue over white. The line between the blue and white was intended to show the Pollywog Fleet was a division of the Sailing Division.

The Maltese Cross

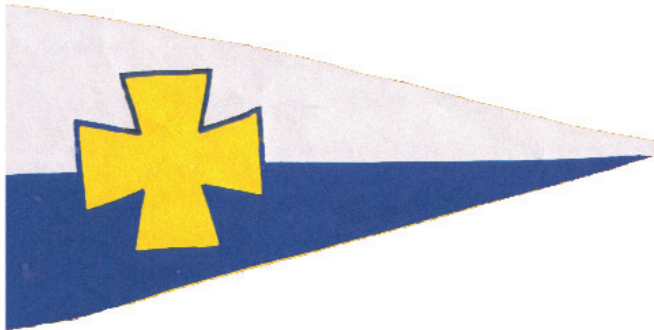
A question frequently asked is "Why the Maltese Cross?"

It is known that Jim Maclaren and Don Lewis played an active role in the development of the Brockville Rowing Club. Don Lewis (father of Judge Lewis) was an active member of the Brockville Rifles. Jim Maclaren had Polio and would have been unable to be an active member but is thought to have been a member of the Brockville Rifles Mess.

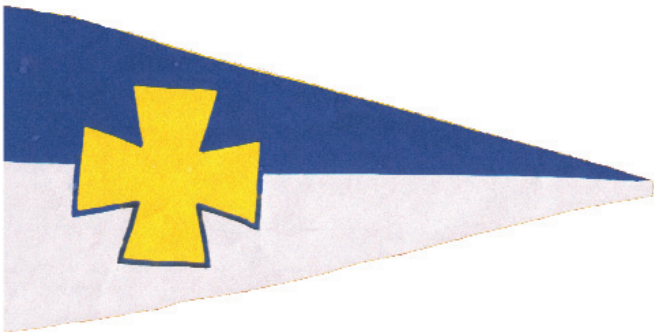
The Brockville Rifles' Badge features the Maltese Cross and pre-dates the Brockville Rowing Club. The Brockville Rifles were allied with the Kings Royal Rifle Corps which used the Maltese Cross. The use of the Maltese Cross dates back to the 5th Battalion of the 60th rifles in 1796.



Brockville Rowing Club pennant.



Sailing Division of BRC. The center line represents the division of the Rowing Club.



Pollywog fleet flew Sailing Division burgee upside down.



1973



1984



1982



2003

Photo Credit: Elliott Parker Pilot: Mike Beverley



Brockville Yacht Club 1985

Photo Credit: Julius J. Brokloff



50 Year Anniversary Riverfest Float "afloat". Left to Right: Jack Campbell, Nita Landes, (behind) Gail Campbell, Julia Alexander, Joan Rouse,



April 1995, 50 Year Anniversary Celebrations. Left to Right: Tom Dailey, Struelsen Laing, Grant Craig, Richard Dumbrille, Joan Grandier, Bill Flemming



EYC 1994 at BYC

Photo Credit: Tom Stubbs



2003 "Fantasy pier"

Photo Credit: Charles Low



East Cruise 1990

"Girls will be Girls"



2000 Sailpast, Hank Lammens and QUALICUM, Abbott 33

Photo Credit: Elliot Parker



1994



Haulout 2003, Left to Right: Betty Nickle, Richard Dixon, Jim Coolen, Edith Jenkins
Photo Credit: Elliot Parker

Introduction to Second Edition

I am honoured to be asked to contribute to this updated version of “The Club the Members Built”. It is encouraging and refreshing to see that the enthusiasm and dedication of Brockville Yacht Club members continues to flourish and to enable the club to grow and adapt to the challenges of the times.

When Art Rouse felt that the history of BYC should be brought up to the present day, he enlisted the help of Adrian Ten Cate, Betty Nickle, Elliott Parker, Jim and Arlie Keenan and Leon Vandervalk. This was accomplished with hard work and the results are in this book before us. It will serve as a resource to present and future members and will help to preserve the spirit of active membership at BYC.

As Jim Anderson pointed out in his forward to the first edition, BYC is a dynamic and growing club and we are indeed part of its history.

Thank you to all and congratulations on this fine achievement.

Colman Mansworth, Commodore, January 2004

Introduction to First Edition

When Jim Anderson requested volunteers to help with a club history project at that AGM club meeting way back in 1982, my hand was the only one to pierce above the smoke and heat of discussion on that cold January evening. I must admit that I had a number of selfish motives in mind apart from fame and fortune in the publishing business.

As a relatively new member myself, I really wanted to know the answers to a number of basic questions. Why were out-of-towners, like Bill and Bernie Mantle and all the others accepted as though



In the beginning, at the Brockville Rowing Club with "Y-Flyers".

we lived just down the street? That was not my experience with other clubs. How could a club composed of both power boaters and sailors co-exist in such total harmony? I had never seen such a mixture before nor have I since. How could such massive construction projects get organized and completed with such skill, simplicity and low cost? Major construction companies could learn much. How could a certain commercial marina owner named Liz Muir encourage me to leave her revenue producing facilities to join a club just around the corner? Then there is the quiet, decision-making process among an executive that treats everyone fairly and with compassion despite what the rules and regulations might say or dictate. I just had to find out more!

Well, I'm not sure I found answers to all these questions, but I did uncover a Club steeped in history and rich in the dedication of its members. What we have in the pages that follow is not the definitive history of everything that ever happened to the Brockville Yacht Club over the past 40 years, but a chronology of events leading up to the formation of the Club and some highlights of the activities that the members directed with their time, skills, money and hard labour. I would have liked to include more of the racing successes and cruising exploits of our members, more on the anecdotes and sailing stories that frequent the bar, and more names and credits to those who deserve it. Happy reading nonetheless.

Like everything else that goes on at the BYC, you are never alone when you work on things. I too owe much to Jim Anderson who inspired and prodded the project onwards when I got bogged down; to Betty Nickle for some of the much needed research and liaison in Brockville; to Tom Stubbs, Bill Fleming, Anne Glazier, Marjorie Van Velze and many more who set the record straight when I had it crooked. A special vote of thanks also to the Ladies Committee who arranged for the distribution of this history. And to all those good people who entrusted me with their valuable memorabilia and let me reproduce their photos, thanks.

Bill Mantle, July 1984

1945-1972

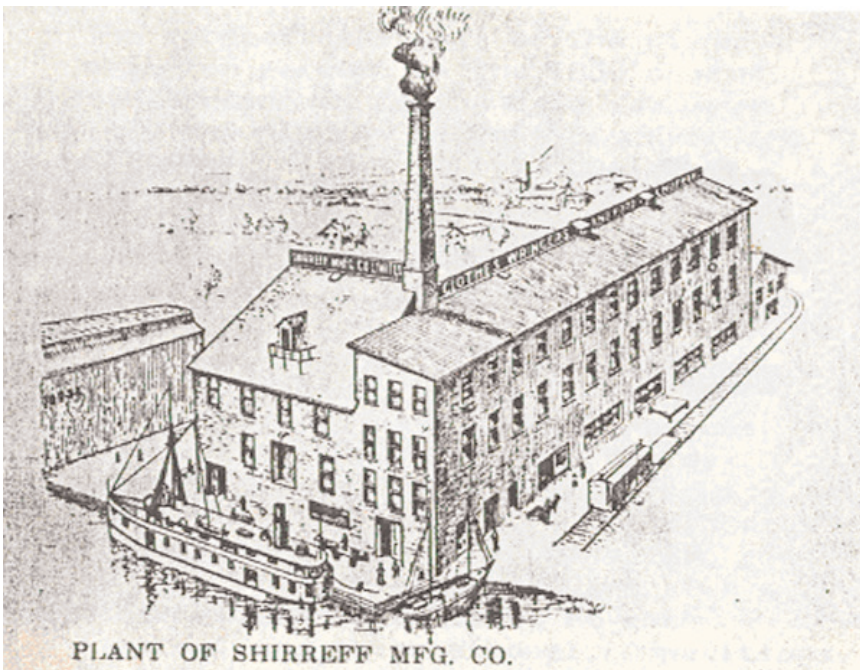
The Historical Riverfront

Although the first mention of a sailing club in the City of Brockville did not take place until shortly after the Second World War, the strong link between the St. Lawrence River, its tributaries and the City itself form the original historical links to which the Brockville Yacht Club can trace its early roots and origins.

Take Buell's Creek, the small stream which empties into the St. Lawrence River between the Brockville Yacht Club to the west and Museum Park to the east. The stream itself actually attracted the first settlers to the Brockville area in 1784, then called Buell's Bay; later Elizabethtown. Enterprising pioneers sought out such creeks and rivers as a source of power for their grain, saw and weaving mills. William Buell, a merchant and founder of Brockville, had the area surveyed and subdivided in 1811. Some eight mills were located on the creek at that time. Later in 1832, the Governor of Upper Canada signed a bill to establish a village in Brockville.

The St. Lawrence River in the 1800's was alive with trade, passengers and commercial activities of all kinds. It was really the only satisfactory transport route to Montreal from the inner continent and in the heyday of the lumber trade, enormous timber rafts could be seen off Brockville on route down river. During the War of 1812-14, the river took on special significance as a narrow, precarious lifeline for Upper Canada. The islands were a most hazardous place where American troops could hide and make hit and run attacks on Canadian supply convoys. Fortunately for the Canadians, the enemy did not take full advantage of this strategy; instead they tried to capture major territory adjacent to forts.

The golden age of sail took over after the war, and schooners of all types populated every port and community along the river. Then



1905 The original building that Charles Shirreff and his three sons built at the foot of St. Paul Street in 1905 to house his manufacturing company. Shirreff ceased operations in 1918; several businesses operated here including a furniture maker and tannery. Eventually the site was bought by Wrightway Laundry which it remained until purchased by the BYC in 1972 for \$95,000. Note the sailing vessel tied at the south east corner of the building; a sign of things to come.

came steam power and the elegant passenger vessels that navigated the St. Lawrence like cars on modern highways.

Brockville was an integral part of this fascinating nautical history, first as a community that was populated by Loyalists who came by the river, then as a shipbuilding centre, port of call, and commercial centre. In fact, Lachappelle Bay (in which the BYC is located) was a major ship building centre in the 1840s under the name of Chaffey Boat Yard.

Blockhouse Island (originally called Grant Island) was used as an early defence for the settlement during the rebellion of 1837-

1838. It also became a quarantine centre for the shiploads of immigrants who would come up river to populate the country. The sick among them were ordered onto the island until they either recovered or died; usually the latter. During the cholera outbreak of 1832, several hospital buildings also populated the small island along with a blockhouse fortification.

Up river from Blockhouse Island in Lachappelle Bay, Charles Shirreff had begun a short-lived manufacturing company under his



The "Wandermeer" owned by Commodore Davidson.

own name. It was in 1905 that he and his sons constructed a three story brick and stone building on St. Paul Street near the waterfront which is now the home of the BYC. The proximity to the St. Lawrence River gave access to the supplies and materials that were shipped in to make everything from carpet sweepers, meat choppers, wringers, bread makers and small household tools and uten-

sils that made the firm successful. The company, with some 25 employees, prospered and grew until the outbreak of the First World War. Shirreff Manufacturing eventually closed its doors in 1918, and its founder died some five years later.

The building remained vacant for a number of years, and was rented to various local businesses, including a tannery and later a furniture company. Eventually the site was taken over by Wrightway Laundry which it remained until the property was purchased by the BYC in 1972.

Directly upriver from the Shirreff Manufacturing Company to the West, a young entrepreneur by the name of Fred Gilbert constructed a building in 1925 to house his Gilbert Motor Boat Company (now Gilbert Marine).

The recreational uses of the riverfront began in earnest in the 1830's when the first recorded rowing race was written into the history books. Brockville was to become famous for its rowing expertise in 1860 when a local crew outclassed all competition in front of Prince Edward VII in Montreal. By 1893, the Brockville Athletic Association, headed by a few enterprising citizens, purchased some riverfront property, and in 1894, the Brockville Rowing Club under the head of John Maclaren was formed. The Royal Canadian Henley Regatta, Canada's pinnacle of rowing competition was hosted four times at Brockville between the years 1896 and 1902. Brockville rowers have always distinguished themselves at both national and international competitions. They have won many class events at Henley, and in the Olympics where the Brockville women have competed, they have brought honour to their Club and their city. Most recently, Betty Craig and Dolores Young have added their names to the list.

The Founding Years- Sailing Division of the BRC

As people's attention began to focus away from the Second World

War which had just ended in Europe, interest was renewed in the recreational uses of the river. Competitive rowing resumed again at the BRC, but for a young woman, Joan Gilmour, racing sailing seemed to catch her fancy. Her stepfather, Jim MacLaren, had introduced her to the sport of sailing during earlier summers at Brockville. Determined to see competitive sailing come of age at Brockville, Joan approached the Rowing Club for advice and organization backing. How exactly does someone go about starting up and organizing an activity that nobody else knows anything about? Especially on a river noted for its hazardous and busy traffic and strong currents. Sculling along the shore in a rowing shell was one thing...sailing across a moving, busy river with a fleet of boats something else indeed. Encouragement, needless to say, was not immediate nor forthcoming.

Undaunted, and after witnessing dinghy races in crowded Toronto Harbour, the young 18 year old Miss Gilmour managed to interest some of her summer resident friends to meet at the south east corner breakwater off Brockville's Blockhouse Island for some informal sailboat racing. The sailboats were in the 12 to 18 foot range, comprised of Ackroyds, Stars and the like. Six or seven boats would show up on a weekend, and from the American side, a small group of Lightnings would join in to make up the racing fleet. The year was 1945 and sailing had at long last made its mark on the Brockville skyline.

The first sailing records appearing in the Brockville Recorder and Times newspaper indicate that an executive representing the Sailing Division of the Brockville Rowing Club was first elected on the 27th of September, 1945. There were about 12 members interested in sailing at the time, increasing to 20 the following year. David Laing was elected first commodore, Miss Joan Gilmour vice-commodore, and Shirley Beach secretary-treasurer. The house pennant of the rowing club was to be modified by the addition of the Maltese Cross. (An anchor was later added for use on a blazer crest). At that same meeting, a Thanksgiving weekend race was

suggested, but turned down because of insufficient planning time.

The next meeting of note was held early in May of 1946 when courses for possible upcoming races were discussed. The Recorder



1949 The occasion was the first "class" boat regatta and the location is Tunnel Bay, Brockville. From L to R, the egg grading station, the oil depot, and the round pickle vats. The two buildings were later purchased in 1957-1958 by the BYC, joined together and made into a clubhouse. The photo was taken by Dave Muir from the stern of the Wandermeer, the yawl owned by Commodore George Davidson.

and Times quoted "...with the prevailing winds in this neighbourhood, the best course for most days would be: from the breakwater at Blockhouse Island to the black blinker buoy south of Big Island (Skelton Island), then south of Old Man Island around the Three Sisters and back to the breakwater."

At the same meeting, the Sailing Division passed a motion to join the St. Lawrence Valley Yacht Racing Association (SLVYRA) composed of the Hudson, Longueuil, Pointe Claire, Vaudreuil and Royal St. Lawrence Yacht Clubs.

That first race did indeed take place in May of 1946; the 25th to be exact. Unfortunately for a number of spectators who lined the

breakwater to witness this opening regatta of a sport they knew little about, the event got underway two hours late. Apparently the skippers were having some trouble fitting out their boats (or some second thoughts about racing in front of a crowd of onlookers.)

Nonetheless, the race did get underway, and Lady Ann handled by skipper Al Holtby won followed by Fred Gilbert in his Snipe. At races the following month, Joan Gilmour in Jobi Mack was first across the line, followed again by Fred Gilbert.

The year 1947 saw the Sailing Division in full swing, boasting a total of 30 members with no less than 13 boat owners, power boaters plus an additional 9 in the Lightning class. The new slate of officers included Tom Dailey as commodore, Joan Gilmour as vice, with Frank Rogers, Ed Newell, Bill Lewis, Howard Mooney, Fred Gilbert, R.J. Gill, Merritt Randles and David Laing filling out the ranks of the executive. Fees for the sailing members were \$58.50 a year.

Teaching young people to sail has always been dear to the heart of Joan Gilmour. Way back in 1948, she organized her friends (along with their own boats) to teach the sailing skills to the young people of the Club.

The Pollywog Fleet

So committed was this activity that the following year Joan launched the Junior Sailing Program and nominated "The Pollywog Fleet" as her ongoing devotion for many years to come. Many current BYC members were introduced to sailing via The Pollywog.

A youngster in an Optimist Pram, or so the story goes, brushed against a ferry boat one day, and the Captain complained bitterly to the RCMP. The police in turn arrived at the Rowing Club to accost the young Miss Gilmour only to be informed that sail had right-of-way over power. The matter was referred to lawyer Jim Maclaren who supported Joan's statement, and no more was heard of the incident.

Her quest to equip the fleet with sailboats left no stone or option unturned. Joan acquired six Peterborough cat boats as a donation, and went on to purchase some used 12 foot dinghies from an Ottawa sailing club. George Davidson offered his Y-flyer for advanced students. 1948 was also the year that Joan Gilmour became commodore of the Sailing Division and in turn the first woman commodore of any North American yacht organization. She held the post for two years.

It was interesting to note the keen rivalry that existed in those days between the Canadian and American sailors on the St. Lawrence River. Merritt Randels from Ogdensburg New York reported to the 1948 annual meeting of the Sailing Division that "... there will be seven to eight US Lightnings this summer and the skippers as well as the crews were looking forward to some keen competition from the Brockville gang."

In fact, the first one design sailed out of the Sailing Division of BRC was the Y-Flyer. The original fleet was owned by such notables as George Davidson, Bert Craig, Joan Gandier, and Dave Muir.



Wandermeer at rest in tunnel bay.

Photo Credit: Dave Muir

Things kind of slowed down in 1949. But for the other sailors in Brockville, it was the vision and driving force of George Davidson who realized the sailing could grow and flourish as part of the BRC. And to keep the spirit alive, he got enough members together on an annual basis to hold the first of many Wandermeer Cruises, named after his yawl.

Tunnel Bay Comes To Life

By the early 1950's, it became evident that the sailing division needed more space to store, moor and launch boats. Sailing and power boat hulls were simply larger and more bulky than the sleek racing shells of the rowing fleet. So in 1951, with the help of George Davidson (who owned Bayswater Shipping and leased property for his offices from the Canadian Pacific Railways) a lease was obtained from the railway for a small 10 by 30 foot strip of unused land on the south side of Tunnel Bay directly across from St. Lawrence Marina.



1956, In our first Club house Frost bite regatta, Trophy Time.

Photo Credit: Dave Muir



1950's View of the original clubhouse buildings on Blockhouse Island in Tunnel Bay from the gas docks at St. Lawrence Marina looking east. Note the high water, probably in the early spring. The land in front of the buildings was leased from the CPR and the buildings purchased for \$1500 in the mid 1950s. It was an early beginning for the eager sailors of Brockville and area.



1956, Dry sailing fleet at the dock on Tunnel Bay.



1968, Tunnel Bay channel viewing West.



Aerial view of Brockville Yacht Club on Blockhouse Island, 1961.

Photo Credit: George Eland

The yachting group had grown in a decade to some 40 family members and the next stage in its evolution became obvious...to spin off as an organization from the Rowing Club and pursue their own direct interests. So on July 4, 1956, under the commodoreship of George Davidson, the Brockville Yacht Club was founded as a separate entity from the Brockville Rowing Club that had served them so well and for so long. The new headquarters was on Blockhouse Island, a small peninsula of land that partially surrounds Tunnel Bay to the south. The CPR had created the land mass from the original Blockhouse Island, and included a roundhouse and siding area to complement their coal and rail operations along the riverfront.

During the next four years, the Club and its membership worked hard at upgrading the property and making their new surroundings as pleasant and useful as time and money would permit. The 10 by 30 foot area leased from the CPR was expanded. Next the members constructed some 16 finger docks in Tunnel Bay. By 1960, BYC had grown to over 50 family memberships, and the Club decided to incorporate as a non-profit organization. Many of the members were power boaters at that time and they contributed heavily to the early development of the Club.

Dated May 26, .A.D. 1960

Province of Ontario

Letters Patent

Incorporating

BROCKVILLE YACHT CLUB

Recorded this 7th
day of June .A.D. 1960
in Number 85
in Liber 978

Grace C. Dunsford
Grace C. Dunsford
Recording Officer

PROVINCIAL SECRETARY'S OFFICE
TORONTO, ONTARIO.

FORM 107-100.

BROCKVILLE YACHT CLUB
SPECIAL REGATTA
IN COMMEMORATION OF THE
ROYAL VISIT



BROCKVILLE'S BIGGEST WATER WEEK-END
"H.M.Y. BRITANNIA WILL ANCHOR OFF THE PORT
OF BROCKVILLE, SATURDAY EVENING — DEPARTING
SUNDAY FORENOON"

RACING FOR ALL CLASSES OF 3 BOATS OR MORE —
DINNER — DANCING.

ENTER NOW—SEE ATTACHED INFORMATION SHEET FOR DETAILS
JUNE 27 & 28 ENTRY \$5.00 PER PERSON
CLOSING JUNE 17

FURTHER INFORMATION OBTAINED BY WRITING B.Y.C., P.O. BOX 270, BROCKVILLE, ONTARIO

*1959, Poster inviting sailors to participate in a regatta around the Royal Yacht
HMS "Britannia".*

Credit: Dave Muir

The freewheeling spirit of the people that made up the membership is probably best demonstrated on the occasion of the opening of the St. Lawrence Seaway in June 1959. The Royal Yacht Britannia with Queen Elizabeth and Prince Philip aboard, was anchored overnight just off Brockville east of Old Man Island and the Brockville Rock. The fledging Club under the guidance of Commodore David Muir had the confidence to approach the top protocol officials in the Canadian government for permission to hold a sailing regatta around the Royal Yacht. Much to the amazement of everyone, the request was granted and it turned out to be a great success. An invitation to the Royal visitors to join a post-race celebration was however respectfully declined, but the officers from one of the three escorting Canadian destroyers, the *Gatineau*, did indeed put in an appearance.

The original lease of land rented from the CPR along Tunnel Bay was quickly being exhausted. More space ashore as well as dockage was required to keep pace with the ever increasing membership and additional power and sailboats. In 1961, the organization, with money donated by the late Senator Hardy, managed to expand the lease area to include Mel McCoy's Pickle factory to the east, and two separate buildings that housed an egg grading station and a Sunoco oil storage depot shed. The Club purchased for \$1500 the buildings on this leased land and immediately began extensive renovations to transform them into a headquarters and sailing school clubhouse. Additional work by the members yielded more docks, even a haulout crane designed and built by Jack Jeswiet (the present service dock crane used for stepping masts).

The sixties were a decade filled with a series of racing and regatta successes. The first BYC sailing school was held in 1960 and the GP 14 became the training boat as well as the Club's predominant one design class. This class flourished, and became one of the largest one design racing fleets in the Club's history. Crews placed third in the 1962 GP 14 and went on to win the class championships in 1964, 1965 and 1967. Also, BYC members won the 1960 and

1962 Commodore's Rudder at Cornwall and Massena respectively. Members were beginning to compete far afield as well, racing in such places as Calgary, New Jersey and the North American single-handed championships in Seattle. BYC also competed in the 1964 Canadian Olympic Trials.

In terms of race organization, BYC hosted in the 1960s the GP14 North American class championships, the Canadian (or North American?) Y-Flyer Championships, the S.L.V.Y.R.A. Regatta, and the first BYC Frostbite Regatta. The junior racing program and Club competitions were beginning to pay handsome dividends.

Although a new two-story addition to create one large and long building was a great improvement to the site in 1964, the writing was on the wall. The Tunnel Bay facility was just too small and would have to be expanded or a new site selected. Also, the CPR was raising the leasing charges at the Blockhouse site. The Club negotiated further leased land deeper into the Bay, but as dock construction began in March 1967, a public outcry forced City officials to withhold any further Club expansion. The issue was the encroachment of a private yacht club into an area of the Bay that had been deemed a City landmark with unrestricted public access for the general public of Brockville.

The flak was just too much to surmount, so the Club retreated to their limited docking facilities, turned members and guests away from wet moorings and instituted a waiting list system for hopefuls. The unfinished dock construction, which was a substantial self-supporting steel structure pile-driven into the Tunnel Bay bottom, sat half-completed as a constant reminder that something had to be done. (The city would later complete the docks.)



1965, BYC at Block House Island

Photo Credit: Bob Duthie

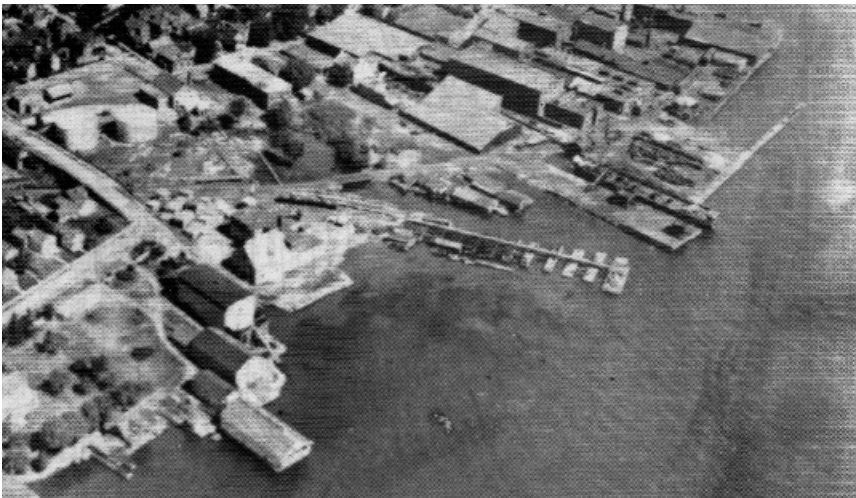


1972 The start of the end! The Auld Regatta held in the fall of 1972 marked the last sailing event staged at the BYC's Blockhouse Island premises. Here a number of keel boats cross the start line in the first race of the final series. Shark sailor Hank Lammens was the overall winner.

1972-2004

The Permanent Home

In 1969 and 1970, the Club executive, under the driving force of Dave Taylor, was given a mandate and authorized to investigate a new site location for the Club. And there turned out to be a number of interesting prospects. One suggestion was an exposed anchorage just to the east of Blockhouse Island south of the present Rowing Club location (subsequently developed by the City of Brockville in 1983/1984 under a federal development grant). Another option considered by the membership was a somewhat derelict area between Hardy Park and just west of St. Lawrence Marina. The limited space would require the retention of the Tunnel Bay clubhouse, but the two separate location concept was deemed unacceptable to the members.



1920, Aerial view from west of the old Shirreff Manufacturing building. (PAC - 30659)



This photo is taken from a CNR consultant's study, dated November 29, 1971, to explore the possibility of developing the Wrightway Laundry property and associated rail spurs at the foot of St. Paul's Street into a marina under the proposed name of Commodore's Cove. The Brockville Yacht Club offered the owners \$95,000 for the property on December 29, 1971, one month to the day after the study was completed and tabled. The offer was accepted by Wrightway and BYC had a new location and a lot of hard work in the years ahead.

The Slack property at Molly's Gut and the Gilbert property at Lily Bay were also high on the shopping list, but excessive dredging, high development costs and the rather close proximity to freighter traffic at the west end of the Brockville Narrows for junior sailors added to the reasons for rejection.

That narrowed the final choice down to the old Shirreff Manufacturing building at the foot of St. Paul Street and the adjoining water lot to the south of the property.

The laundry business on St. Paul Street was started in the 1930's by Wallace Wright (Wrightway), a prominent landowner and



Wrightway Laundry before renovations begin.

farmer who lived east of Brockville. He purchased the Shirreff building, built a 170-foot long west dock to protect the harbour from the prevailing westerlies, and did a lot of land filling to the south of the present workshop (parking lot).

A Toronto company, Parisian Laundry, bought the controlling interest in the prosperous Wrightway Laundry in the 60's, and it continued as a wet laundry, fur storage (hence the insulated workshop walls and steel door) along with dry cleaning and laundromat until business started to decline in the early 1970's. Mr. D.C. Morton, manager of the laundry, was anxious to find some new owners who could make good use of the site and building.

As an interesting piece of trivia, and not known to many Club members; Mr. Morton himself saw the promise of the property for yachting purposes just before BYC expressed an interest in the site. On November 29, 1971, the report of a consultant's study commissioned by Morton (interestingly enough, undertaken by Canadian National Railway and not CPR) was handed over to the laundry manager. It recommended use of the site and property as an ideal commercial marina and boat handling facility "...providing full



The Leeward Hall in the winter of 1972-1973.

Photo Credit: Adrian Ten Cate



Same View 2003

photo by Elliott Parker

economic evaluation of its feasibility could be substantiated." The name for the proposed development was 'Commodore's Cove'.

The shrewd executive of the BYC, under Commodore Dave Taylor's direction, and as opportunistic as ever (and apparently totally unaware of the previous Commodore's Cove study) made Mr. Morton and Parisian Laundry an offer to purchase for the sum of \$95,000 on December 29, 1971 one month to the day following the CN study. The basis for the offer from the BYC was clear title to the property; location within the City of Brockville itself; sufficient space for 100 wet and 40 dry moorings; suitable buildings for yacht club use; and an area sufficient to handle a membership of 300 families on a 12-month basis, even possibly a swimming pool and tennis court! On the evening of Tuesday November 23, 1971 at a General Meeting of the BYC membership at the 401 Inn, 71 voting members, under a motion by Keith Middleton and seconded by Adrian Ten Cate gave the executive the vote of confidence they needed to proceed with the purchase.

The property included the original three storey Shirreff Manufacturing building, a concrete and brick garage which housed the heating plant located just to the east of the main building, 2.1 acres of land, and 1.8 acres of wholly-owned water lot together with an adjoining piece of land owned by the CPR and under option of the Wrightway owners.

The water lot consisted of a 300 by 300 square foot area directly south of the building. Depths ranged from exposed rock where the service dock is now located, to some 18 feet at the south east corner. A series of concrete pipeline saddles protruded out of the water along the east, used in earlier days to transport gas and fuel oil from river tankers to storage facilities up on the north hill where cradles and dunnage are summer stored. Beside the concrete piers and adjacent to Buell's Creek was a rubble-filled dike that had served as a rail spur to a train ferry that ran regularly between Brockville and Morristown on the American shore. The spur was used in combination with the rail bridge over the creek where Central Canada



1972-1973 The Wandermeer Lounge in the winter of 1972-1973. While the outside crews were busy with pile driving and dock construction, the inside crews plastered the walls, leveled the floors, rewired the building, and created two large and more private washrooms. A kitchen completed the upstairs renovations.

Photo Credit: Adrian Ten Cate



Same View 2003

Photo Credit: Elliott Parker



1973 Winter is the time when most Canadians curl up in front of a warm fire on the weekend and take life easy. Not so for BYC men and women! Winter is the time when the ice permits dock arranging and pile driving among other things. The usually thick harbour ice has fooled both men and machine. Here Rick Stratton's jeep finds the thickness not to his liking in January 1973.

Photo Credit: Adrian Ten Cate

Coal's main storage areas were located. To the west was 170 feet of fairly good quality permanent dock that Wright had built when he took over the property in the 30s. In between, the water depths averaged three to four feet; not necessarily ideal but with a lot of potential.

Financing the purchase of the property and the initial improvements were to be in three parts: a \$30,000 equity put up by all 100 club members, (\$300 each at no interest for a period of 10 years); a mortgage of \$55,000 at 9% with a 25 year term; and finally a bank loan of \$30,000 to be repaid in eight years or less.

The \$300 Series I loans were obligatory to all members and a condition for continued participation in the Club. A small number opted out, but for the 100 who stayed, it was viewed as a good deal. And the Club instituted a harbour and membership initiation fee of

\$150 to protect the equity the members had in the Club. Subsequently, two additional series of loans were arranged.

The offer was just too timely, and received the acceptance of the Wrightway owners much to the amazement and delight of everyone concerned. The Brockville Yacht Club had a new and promising location and also a significant debt load! Of even greater importance, however, was the issue of designing and constructing a new harbour and major repairs and renovations to the building and site.

Harbour 1972 to 1985

If ever there was a man for the task of developing a harbour, he was, without question, Rear Commodore and Harbour Master Tom Stubbs, a chemical engineer who had come to settle in Brockville with his wife Ivy in 1953. Tom had been introduced to sailing Ackroyds out of Parry Sound and Kingston shortly after the war, and carried on his boating pursuits at Brockville. He kept a small runabout at Gilbert's in the 1960's, and eventually joined the BYC and became Harbour Master in 1964.

The concept for the new site was simple enough on paper - a 10-year detailed development plan, well engineered right down to the last detail, that would progressively transform, (as members' money and muscles would permit) a derelict and lonesome building together with a run-down industrial waterfront into the beautiful and highly-functional yacht facility that we all cherish today. The more immediate priority for the fall of 1972 was how to create a harbour to protect the vessels from the storms and winds of the St. Lawrence and the ever-constant swells from the river traffic. The Club only had \$6000 in the bank when the commercial estimates for construction of a suitable rock breakwater started at the \$50,000 range.

The first winter and summer of 1972 was one of detailed planning and surveys in readiness for the mammoth construction job ahead.



1979 Tom Stubbs, the ever present, ever active Harbour Master of the Brockville Yacht Club for over two decades, undertook, as a personal goal, the detailed engineering, planning and direction of the BYC harbour development. By personal example of hard work and dedication, BYC has become truly a Club that all members helped to build.

Some T and L floating docks for up to 25 boats were assembled in the new harbour while the lengthy and often frustrating approval process to the federal Ministry of Transport, the Ontario Dept of the Environment, and the City of Brockville began. It would take 10 months total to get everyone to say yes.

The plan was to half sink two barges to the south of the Club to create the least expensive and most effective breakwater protection possible. Actually several feet of barge freeboard stuck up out of the water to create the breakwater. An opening between the two hulls would become the harbour entrance. When the Club had more funds, then the hulls could either be beautified or a permanent breakwater constructed out of rock fill. Within the harbour itself, a

network of floating and permanent docks would be constructed to house 60 vessels in 1973; ultimately upwards to 140.

In the fall and winter of 1972/73, after the boats were moved from Blockhouse and hauled out at the new site, work began on the ice to layout the positions where the breakwater hulls would be sunk, the locations for the floating docks and the necessary pile driving. A budget of \$25,000 was established for the initial development. The two hulls with moving costs would total \$6500; the purchase and trucking of 2100 cubic yards to create rock bases for the hulls another \$6700; while dredging 2000 yards of harbour bottom to a four-foot minimum draft was estimated at \$11,000. These latter two items were later abandoned as unnecessary during the early development stages.



1973 Removal of old rail line to make way for the club. Photo Credit: Tom Stubbs



Irving Barge put in place as a breakwater.

The two barge hulls were located; the S.M. Douglas vessel from Ivy Lea for the west side breakwater (a passenger boat before two fires retired it to a sand dredge); and for the east breakwater, a sand barge owned by the Irving Company, that was located at Molly's Gut near Hillcrest. Interestingly enough, the S.M. Douglas was built in 1897 as a paddle wheel steamer "White Star". In 1947, the Simpson Sand Company converted it to a sand barge and renamed it the Douglas. Both hulls were half sunk when they were found, so the price to the BYC was right. (The Douglas cost \$2000; the Irving hull \$2). Dave Taylor and his crew even raised both hulls in that fall of 1972 to satisfy the authorities and members alike that they would indeed safely float, and hence warranted purchase by the BYC. Then they were sunk again for winter protection!

While one group of volunteers was driving piles into the river bottom through the ice, Tom Stubbs had another group locating and cutting suitably sized trees as mooring piles from a neighbourhood tree lot. A third group was busy constructing floating docks from surplus oil drums. It was rumoured that the reason so much was



SM Douglas being placed in line with the Irving Barge.

done by so many in such a short time was that if you stopped working, you'd freeze to death on the spot!

Work parties were divided into two groups; one to oversee harbour construction; the other for renovations on the building. The condition of the building was most deplorable, with floors sagging from the weight of previous factory machinery, poor water and sanitary facilities and a gutted heating plant.

Starting in February 1973, the entire membership began work on the second floor of the three story building. The initial efforts centered around the essential, but somewhat distasteful task of removal of wheelbarrow load after wheelbarrow load of pigeon droppings. Then the floors were leveled; new sub floors added in preparation for hardwood and carpeted coverings; a kitchen and two large washrooms created; walls plastered, the building rewired and broken windows replaced. And plans were made for the Wandermeer Lounge and the Leeward Hall, with funds coming from many of the fund raising activities of the Ladies Committee. In fact, the ladies provided all the furnishings for the kitchen, the Leeward Hall and



1973 The new harbour was also ideal for the growing dry sail fraternity. Here, in June 1973, sailors prepare to test the wind. The original harbour design had the dry sail boats launch from the centre of the harbour. This was later changed to the creek launch ramps.

the Wandermeer Lounge plus the flowers and shrubberies outside.

By mid-April of 1973, all was in readiness to move the breakwater barges, clearly the most ambitious undertaking to date. Two tugs from the Simjac Company, the Jean T and the Constructor, refloated and towed the Irving barge from Molly's Gut and tied up at the coal docks. Club members worked throughout Saturday night manning the pumps to prevent it from sinking. At 8 a.m. Sunday, the hull was maneuvered into place, secured, and filled with water. The two tugs then left for Ivy Lea to retrieve the Douglas and bring it to Brockville. By 5:20 p.m. the second barge was in place and scuttled to complete the operation. The next weekend, the floating docks went into the water and were secured to the piles. An instant 60 boat harbour, years in the planning and months in approval and construction, was created in a few short weeks. And with it, a sigh of relief from many a weary worker and acknowledgements from many 'doubting Thomases' that it indeed could be done. Within the



2003

Photo Credit: Elliot Parker

week, members launched their boats, and the enjoyable summer of 1973 was in full swing. It was worth it after all.

July 1973 saw the first edition of the rekindled BYC Log, the Club newsletter that keeps everyone informed, up-to-date and on notice for upcoming and general happenings around the BYC. The Log had begun publishing in 1960 under the editorship of Susanna Dumbrille and it operated for five volumes until 1965. Then in 1973, the Ladies Committee took it over, funded entirely by the rummage sales and other money-raising activities. Co-editors for the new issue were Joan Gandier and Anne Glazier. In 1983, funding for The Log was provided from general Club coffers.

By 1975, with the help of some dredging, the available slips in the harbour had increased to 75 as improvement after improvement came on-stream. A new service dock and pumpout, lights and electrical power, new docks using donated cement mixer drums as cribs, and a host of other improvements were cranked out by the harbour committee and its team of diligent workers. And to make



It's November 1979 and the task of raising the two barge hulls to make way for a progressing rock breakwater is well underway. Here, looking east, we see the S.M. Douglas being pumped of water ready for a tow upriver to an Ivy Lea home for old barges. The Irving, east barge has already been raised and is having its steel hull cut for salvage. It was later moved to form part of the crib for the advancing breakwater at the extreme right.

sure the revenue side of the ledger kept pace with expenditures, BYC even ran a couple of advertisements in the Recorder and Times to recruit new members.

Meanwhile, a continuous series of additions and improvements took place, including the addition of our now famous bar, excellent washrooms and showers, sailing school and dry sailing facilities, improved boat storage and parking areas, together with the beautification of the exterior with lawns and flowers. These were lean years financially for the Club, with all the reserve revenues going to purchase materials for harbour construction. Commodore Hans Brunner was equal to the task and sought the help of a Wintario grant for new sailing school boats, plus the downstairs washrooms and showers.

The fall of 1979 saw a new rock breakwater replace the sunken barges that had served duty since May 1973. (The barges were only

a temporary solution to adequate harbour protection, and the agreement with the federal Ministry of Transport required their removal or improvement). The rock came from road construction donated by Tackaberry Construction. The balance from expansion at the Black and Decker plant.

Progressively, over the summer months, truck after truck dumped load after load as the breakwater made its way south, then west. Then the east barge, was raised October 26 with the west Douglas hull emerging from the deep on November 3, and later brought back upriver to its former Ivy Lea home. The east barge, after most of the steel was cut off and salvaged, was moved further out to the limits of the water lot and sunk again to form a partial crib. Pearl Harbour, as the sunken hulls had been dubbed, was no more. In its place was a handsome and rugged rock breakwater extending all across the southern limits of the lot, with a new dredged west harbour entrance, and space for upwards of 125 vessels.

In terms of major works, the 1980s saw new improved dock construction and illumination throughout the entire harbour, selective dredging to increase the overall depth, and a major mooring rearrangement to create the final design we all enjoy today.

Everyone breathed a great sigh of relief in 1982 when the mortgage was retired with the help of an additional \$300 loan series from the membership. In the spring of 1983, a new \$10,000 plus roof adorned the clubhouse and virtually eliminated all those pails and buckets from the third floor on rainy days. Along with the new roof came some new big BYC identification letters for the chimney.

Now the next financial hurdle was the final selective dredging of the harbour to a minimum depth of four and one half feet and six feet areas at datum. The \$15,000 to \$20,000 estimate was soon escalated to the \$50,000 mark, a \$30,000 overrun, half of which was required to meet the environmental standards imposed on the dredging technique.

That dredging was completed in the fall of 1983 after haulout. A

wooden corral was built out of old dock sections along the east dyke to contain the dredgings and to meet environmental regulations under Gord Dougall's capable direction. Apparently the harbour bottom contained all the remains of a century of industrial waste products, many from the tannery and manufacturing days when anything and everything was dumped into the river. The dredgings could not be merely rearranged or dumped elsewhere. A felt liner retained the suspect dredgings in the corral while the water drained off. The remains were trucked to the city dump.

To offset the cost of the harbour dredging, every boat owner with a slip was assessed a \$100 one time fee. And with this assessment, the harbour initiation fee for new members was raised to \$250 from \$150.

The goal of the final harbour design was to eliminate the main central dock which ran from the east dike to the centre of the west entrance. A new mooring arrangement would allow more vessels in the harbour with bow-on to the south breakwater dock, larger overall boat lengths because of the increased maneuverability and the opportunity to complete dredging begun over preceding years.

By January 7, 1984, on the frozen ice, work crews began the task of installing 85 new wooden piles and 10 steel versions on the rock outcrops that would configure the new design. Floating docks were re-positioned, new cleats installed, and by May 2, 1984, the first vessel splashed into the water to christen the new and final design.

The mooring capacity totals 141 slips, including 5 for Club use, 121 in the inner harbour, 7 in the creek, 3 on the west wall and 5 moveabouts. Quite an accomplishment. The harbour dedication plaque on the outside wall of the bar atrium.

Haulout and Launch

Haulout and launch have traditionally been festive occasions for the BYC for a number of reasons. Firstly, they represent either a culmination or beginning of the sailing season; a time for a sigh of relief on the fact that your boat floated when it hit the water (and you got all the jobs done after all), or that the long season is over for another year and you look forward to a spare weekend with nothing to do.

At the BYC, either event is occasion for the famous pot-luck suppers where members bring their favorite recipes to become part of the massive feast and Club celebration. In retrospect, the pot-luck supper is also the conclusion of a lot of planning and hard work to pull off another accident-free launch or haulout.

Even today, with well in excess of 100 boats dangling on the end of a cable over a two-day period, everything goes like clockwork, the result of careful planning, meticulous detail to safety, and the untiring efforts of both male and female sailors and power boat members alike.



1982 Here John Van Velze In 'Majona' gets some extra heeling action for his 6-foot keel because of the shallow harbour depths on route to the service dock



1984 Launch crews take a well-deserved break as 'Blue Weatherly' is the last boat into the cold water of the May 1984 launch. The MacGregor 60 ton crane with Mike at the controls performs this annual ritual every spring and fall with flawless perfection. 'Majona' Is on the right.



Haulout 2001

Photo Credit: Elliott Parker



2003, Eager to get the boats back in the water. Left to Right: Jack Campbell, Gunter Haase, Jim Kidd, John Hoge, Bill Robertson, Doug McQuitty, Margaret Neufeld, Bill Moore.

Photo Credit: Elliott Parker



Launch 2002

Photo Credit: Elliott Parker

Harbour 1985 to 2004

By 1985, the Breakwater, Harbour Configuration and docks were essentially complete. In the next few years a 10,000 lb boom crane was erected; the west breakwater was rebuilt using concrete slabs outside the existing docks and the floating docks for the inner harbour were replaced with units purchased when "Three Buoys" ceased business on the Rideau Canal. Part of the south dock and the south entrance crib were rebuilt because of some shifting. The original garage (from 1972) was demolished and a new shop constructed with a deck on top.



Art Rouse supervising harbour construction.

Photo Credit: Charles Low

With the new shop, a heated area was available for winter projects and we could assemble a good collection of tools. With the harbour complete, the heavy building work in the Harbour came to a close for a few years. In the mid 1900's, a new pump-out was installed on the North Entrance crib and the service dock - under the mast crane - was rebuilt after 25 years of service. Also by the mid 1990's, we realized the floating docks were rotting badly and a

number of units required repairs each year. After the complete failure of one dock, replacement became obvious. Surprisingly, a plan that allowed floating finger docks appeared possible although expensive. In 1996, 48 feet of floating docks were replaced with a steel tube floatation dock. After three years of discussion, the floating docks were installed in the fall of 1998 in five weeks. Over 80 members helped with this effort to demonstrate the members' determination to keep building the club was still alive after 25 years. By this time, the original cedar docks were all reaching the end of their life. From 1999 to 2001, most of the cedar docks were rebuilt. There was a major change with the rebuilding. The concrete piers which supported a pipe line before the Club purchased the property, were cut down and the new dock built over them. With the new floating docks and rebuilding of the other docks, we introduced power and water at every slip. The expectations of our boaters had changed from the 1970's. By 2003, the north entrance crib had deteriorated badly and in the fall this wooden crib was replaced with a steel crib.

During the rebuilding effort, both wooden and steel assemblies were preassembled and put in place as a unit where practical. These efforts both eased and speeded up the work. By the time the Club reached the harbour rebuilding from 1998 to 2003, the average age of the membership grew substantially and a large number of the members were retired. As a result considerable work was accomplished during the week and on Saturdays working through November and early December. Gone were the days of working week nights long after dark; Saturdays and Sundays. Gone were the days of working off the ice through January, February and March. We were able to adapt and take advantage of the ageing membership. During this period you could find the ladies both on the docks handling work and inside preparing refreshments. The Brockville Yacht Club has had no trouble finding volunteers to work on the harbour docks - we remain very much

THE CLUB THE MEMBERS BUILT...

Building Improvements

The basement was cleaned up and washroom were built. The idea was hatched to have inside mast storage and Moe Prosser lead the effort to build wooden mast racks.

In 1985, the old stone storage area behind the building was torn down and replaced with the current shop with a deck on top with Gord Dougall being the project leader. The contractor started the demolition of the building on Monday and during the Tuesday evening race, the outer layer of bricks started falling down and an emergency effort was made to stabilize the situation. As a result, shortly afterwards the bricks on the upper portions of the north and east sides were secured and vinyl siding was added with Dave Kenney being the project leader.

When the bar was initially installed, if you wanted to go outside, you took your drink and climbed out the window and stood on the asphalt roof of the old storage garage. With the new shop and deck, doors were added and the atrium built. The bar has been refinished several times during the intervening years.

In 1995, the Leeward and Wandermeer Halls under went an extensive repair effort under the leadership of Gail Campbell. The dry wall was repaired, various changes made and everything was painted. Tom Stubbs spent the following summer cutting, varnishing and mounting the oak chair rails around the building.

Over the years, the chimney has generated much debate. Some members think it should be removed to avoid maintenance costs; while others believe it is part of the building silhouette and should be preserved.



2003, Peter Culp

Photo Credit: Elliott Parker

BYC Racing Scene

Since the 1980's there have been many changes to the Club racing scene. These include participation levels, the demise of the traditional club regattas, and the PHRF (Performance Handicap Rating Formula) rating system.

The mid 1980's may have been the height of participation. All types of Keel boats would race in the many venues provided at B.Y.C. It was not uncommon to

have 20 boats on the line to start at a Frostbite Regatta or, as this writer remembers, the same number to start at a single handed race. Over the years as the "actuarial time bomb" (the average age of the competitors was increasing) ticked, participation rates stayed fairly steady.

The three traditional regattas, the Frostbite in May, the Centennial in June, and the Auld in September are no more. In the early 1980's the regattas would consist of a three race Saturday followed by a well attended dinner dance and two races on Sunday. Numbers attending these events fell off to the point that they were shortened to one day and the social activity diminished. Finally by 2000, with attendance averaging five or less boats, the regattas were stopped. The only vestige remaining is the two day Prescott race.

As these were declining a new "old" regatta was becoming more popular. Beside the foray to Cork, the eastern yachting circuit (EYC) annual regatta became quite popular. The BYC joined with other yacht clubs on both sides of Eastern Lake Ontario and have hosted this regatta three times.

A significant change in the handicap system also took place in this time. The Portsmouth system was replaced by the PHRF system. While not perfect it is arguably still the best available for a wide variety of boats sailed in a club racing format.

In conclusion, while the aforementioned "actuarial time bomb" still ticks, the BYC has managed to maintain a well attended and competitive racing program, especially the Tuesday and Thursday night races. Recent additions to the fleet, most notably the Shark section, bode well for the future as ever younger sailors are participating.

Development of the Sailing School

Other sections of the Club's history have described how Joan Gandier was instrumental in starting the Polywog Fleet in 1949 with its mixture of borrowed boats. Never-the-less, it was the beginning of the sailing school we know today. I will try to follow the development of the sailing school through the following years.

Joan Gandier was a proud lady when her prize student, Bill Fleming, who began as a youngster in the Pollywog Fleet, went on to become an instructor, an avid racer of the Flying Dutchman class racing dinghy, an active BYC member, Director of the Sailing School, and finally Club Commodore. Bill was an example of many members who got their start in the sailing school, and went on to become BYC members often forming the nucleus of the club.

Every past junior sailor remembers the swim test which was necessary to pass before being allowed to take the course. The Rotary Pool was the location for many years followed by the YMCA pool, but in the days at the Brockville Rowing Club, the swim test was from the BRC dock to the old coal docks (now the property just west of the Executive) and back. When? AT THE END OF MAY! If anything, our junior sailors proved themselves hardy!

The annual flag lowering has been an annual event for the sailing school - at least since its move to Block House Island.

There seems little information as to what happened to the sailing school when the Brockville Yacht Club was formed in 1956. For some reason, the BYC Sailing School did not start until 1960. I imagine that the Polywog Fleet carried on as an autonomous organization under Joan Gandier during that time.

Through the sixties, the sailing school had about 45 students per year. The school had 5 Pal class ten-foot dinghies made by Peterborough. The Club purchased three OK dinghies and another was donated. The sailing school was very active. Parents will remember taking students to outside regattas. In fact many young adult sailors will remember driving to regattas with trailers loaded with dinghies. Jonathan Wyatt tells the story of loading four GP14 dinghies (285 pounds each) on a trailer and driving to a regatta in an Oldsmobile '88. They went over a bump and both car and trailer left the ground. The owner said the doors never closed like they used to after that. How many sailors and parents could tell similar stories?

Typically, our head sailing instructor was hired from outside Brockville, and boarded in the upstairs room of the Club House on Block House Island. Often he was stuck with extra non sailing program duties, but the Club was a lot smaller and more informal then.

Somewhere in the Sixties, the Club obtained a fleet of Flying Junior dinghies. By 1976, the dinghies were so dilapidated that we had to fill the seats with foam to keep them afloat. I was the Sailing School Director that year. After creating a budget, hiring instructors, handling the promotion and registration, I thought my job was finished. A few days before the sailing school opened for the season, I received a phone call from our head instructor Evelyn Van Wijk, "Do you expect me to train students in these boats?" I hadn't given the boats a thought. We got through the year and thankfully, Commodore Hans Brunner promised that next year the Club would be in a position to buy new boats. Bill Fleming became Commodore and one of the first things he did was to appoint a committee to recommend a class dinghy for the sailing school. The

committee went to various manufacturers and sailing clubs to look at, and test out dinghies. The recommendation was a 420-Class dinghy to be made by a brand new manufacturer close by in Ottawa - BY Plastics. A fleet of 420's was purchased the next year and 420's have been our class boat ever since.

During the late sixties and early seventies, BYC members were teaching the adult sailing course. This changed in 1976, when CYA-trained instructors took over both junior and adult sailing. It might also be noted that at this point in our history, the Brockville Sailing School never again had to go outside Brockville for sailing instructors.

It was thought that our advanced students required a high-performance dinghy. In the sixties and early seventies, the Fireball was used. In the seventies, the CYA recommended the Laser II. A whole fleet of Laser II's was purchased throughout the seventies and eighties - most named after Bob Burns, who, after his early passing, was remembered as a strong sailing school supporter. The Ladies Committee instituted a Bob Burns Fund to purchase Laser II's. We ended up with "Burnsie 1" to "Burnsie 6". By the end of the nineties, high performance dinghies were considered too fragile for sailing schools, and were retired from service.

During the eighties, in the middle of January, sailing school supporters will remember taking the 420's and crash boats to Casey Bakker's for repair. Casey was in the business of boat repair, and under his direction, BYC volunteers laid the fibreglass patches. One of the crash boats was beefed up so much that the extra weight required a bigger outboard motor. Sailing school instructors asked for a bigger motor for years afterwards.

In the mid nineties, the Ladies Committee decided that they should encourage future members and so raised money for the sailing school by instituting an annual rummage sale. Most of the money was used to offer sailing school registrations to "Big Sisters" now called "Girls Incorporated".

Also in the mid nineties, the Sailing School introduced summer camps for late August. The summer camps allowed young sailors to try out informal sailing for a week or two with no exams. If they liked it, they could join the six-week junior sailing program the following year. The summer camps turned out to be a big success. Students numbered up to 24 for each of the two weeks. The Summer camps also gave our instructors two extra weeks to earn money.

After we entered the 21st century, the Sailing School, with the help of a Trillium grant, purchased six brand new Canadian-built 420's, a new trailer capable of holding four 420's, and safety items such as walkie talkies. The old hulls that were no longer used were confiscated or given away.

At the annual sailing school awards ceremony and dance, what a feeling of satisfaction there is to note that three generations are in attendance - members, their children and their grandchildren - many of whom now live far away from Brockville, but still return to a strong, vibrant school.



2003, Morgan Wyatt (foreground) at Fruitbowl in Hudson Quebec. This is a big youth regatta that has a registration of 300+. Morgan Wyatt won the Laser Radial division.

Photo Credit: Patricia Keeling

The Story of Smith Island

Smith Island is a large earth and granite property located in the City of Brockville across from St. Lawrence Park. It forms part of the stepping stones leading across the river to Canoe Point on the American side. Blueberries, fishing and adjacent Aboriginal sites at Grants Creek and the Pines indicate that the island was a playground for First Nations Peoples. Large oak and pine trees were logged by early settlers who were able to float the logs to a mill downstream.

Many years ago, C. A. "Torchie" McDonald purchased the north-east section and began improvements. Over the years the shoreline was dredged, docks were installed and a cook shed and change room were constructed. Our own Tom Stubbs assisted with construction and maintenance of the property. Mr. McDonald stored his large cruiser year round on the island. He was a well-known picture framer and would ferry artists to his property to use the sights as their muses in sketches and paintings.



Work crew at Smith Island November 2, 1996. Left to Right: Paul Boucher, Bruce Sadler, George Herman, John Van Velze, Art Rouse, John Alexander, Jim Clark.

Photo Credit: Dave Muir

A large "For Sale" sign had been displayed on the McDonald property for a year when we caught a glimpse of it. During a late fall cruise, two members of the Yacht Club decided to investigate further. They were amazed by the water depth, the size of the property and the fact that hydro and telephone connections had been established on site. The property was offered for sale by the C. A. McDonald Estate at an asking price of \$110,000. A special meeting of the B.Y.C. Executive was held in the club workshop on the 25th of November, 1994, with the two members who had found the site relating their observations and Tom Stubbs advising of his familiarity and knowledge of the property. At the end of the meeting, Paul Boucher and John Alexander were armed with a deposit cheque and instructed to negotiate the purchase of the McDonald property on behalf of the Commodore. Two offers and counter offers, both requiring special meetings, resulted in the B.Y.C. purchasing the land on the 13th of December, 1994, for \$68,500.

There had been a hard freeze but the weather eventually softened enough to allow the ice in the harbour to melt and Tom Stubbs was able to organize work parties to close in and winterize our new



"Recovery" at work during the fall of 1996

Photo Credit: Dave Muir

property. The final 1994 work party was held on the last Saturday before Christmas.

Over the years, members have constructed fireplaces, built docks, repaired and modified buildings, cut trees, donated barbeques, stoves and freezers as well as cleaned, painted and polished every inch of the site. Yacht Club members have been good neighbours. The right of way on the west end of the property had been littered with abandoned junk until our members and full barge removed it at the club's expense. We have provided assistance to disabled boaters and removed dangerous trees. During the period from 1991-2003, the old docks were repaired and extended. In 2001, part of the boat house was demolished and the remaining portion was closed in. In 2003/2004, the cook house was replaced with a new building higher on the hill.

Original mild opposition to the purchase (not far enough away) was quickly forgotten. It is the perfect "first night" stop for starting a cruise and a great "last night" finishing one. It is a place for a swim, an afternoon card game or a barbeque after an outing on the river.

It should be noted that it has been made very clear that our low offer was accepted by the McDonald Estate only because the heirs knew the Yacht Club would maintain and enjoy the property with Torchie's approval.

“Recovery”

In mid 1990 the board discussed the requirement for a new boat to augment the fleet of miscellaneous outboard powered skiffs and runabouts.

John Alexander canvassed the membership at large and received strong approval and numerous suggestions for type and use of the proposed vessel. John Malcolmson contacted several boat builders and received the most positive response from John d'Esterre in Kingston. His quote was over the clubs budget but he recommended that we use the plan of Devlins `Surf Scooter'. He had used the

same plan for "Traveller" which he used in all weather to go from his home on Garden Island to downtown Kingston. He said that the boat was designed to be built in plywood with a large outboard engine but like "Traveller" our new boat would be more durable and easier to maintain if it was built in steel. John d'Esterre assisted us in obtaining the plans from Sam Devlin in Olympia Washington.

After negotiations with Thousand Island Secondary School, John Carson the shop/welding teacher had his students build the hull, deck and superstructure over the winter of 1991/1992, being delivered to the club in February of 1992. It was decided to leave the hull outdoors over the summer and to begin work in the fall of 1992.

Try as we might the hull couldn't be squeezed into the shop so the wheelhouse was unceremoniously cut off and the hull was rolled in with a bit of shoving and heaving.

Work progressed at a furious pace. The engine, a new Volvo 28 HP diesel, was installed. The stem tube, scuppers, cleats etc. were welded in place. All the woodwork, plumbing, wiring, fuel tank, steering and engine controls were installed, most having been built on site by an army (navy?) of volunteers. A lot of necessary materials appeared when needed, usually donated anonymously.

After a lot of discussion, lobbying and a contest "RECOVERY" was named and rolled out of the shop in her glistening paint, to have her wheelhouse re-installed, and was to be launched in the spring of 1993.

She was ready to go after about an expenditure of about \$7000 which was about 40% of what the professional builders quoted.

Since her sea trials where she was found to be steady if not fast, she has proven to be an economical and easily maintained vessel. She has been involved in a few rescues but finds that she is more suited to more mundane work. On occasion she has been a committee boat, a mark boat and during fall and spring sometimes an icebreaker. All in all, a fine little vessel.

Well Known BYC Sailors

Space does not permit us to describe the tales of all the winning sailors that have come through the ranks at the BYC. We highlight a few of the junior sailors.

Eveline Van Wijk and her sister Lilian both attended BYC Sailing school while the club was still located on Blockhouse Island. The family owned a Flying Junior which they later changed to a "Cygnus". The girls sailed their first regatta at BYC and won in the dinghy class. They sailed races all over Ontario and Quebec with Mother towing the Flying Junior behind the VW Beetle.

Eveline became the chief instructor at BYC Sailing school. She started sailing a Fireball with Don Kolson and Bill Nickle. In August 1971 Don and Eveline went to CORK and sailed in a fleet of 92 Fireballs. In 1972 CYA elected Eveline to go to a sailing camp at the Olympic center in Kiel, Germany.

The 1980's saw the racing and cruising exploits of the membership begin to expand in far away places. The junior sailing program and sailing schools for adults were producing their crop of stars, including the Lammens kids. Hank Jr. and Joanne won the 1982 Canadian Youth Championships in 420s and went on to the 1982 World Youth Champs in Italy, placing well up in the standings. Brother Mark Lammens went to the 1982 Finn Gold Cup in Holland and the European Finn Champs in Spain. He went on to qualify for the Canadian National Team by taking a silver medal at Cork, and in the spring of 1984, Mark was chosen to accompany the Canadian Olympic Team to Los Angeles as a training partner.

Mark participated in the Canadian Championships of the Finn class from 1981 to 1994 with a series of top five finishes. 1987 was a particularly good year for Mark in his Finn. He was 1st in the Pan Am Trials, 1st at Hyeres Olympic Week in France, 2nd at the Pam Am Games in Indianapolis, 2nd in Copenhagen at the Danish Olympic Week, 4th at Kiel Olympic Week Germany and 1st at the

Midwinter Championships in Galveston Texas. Mark continues to do well, both as a participant and a coach in North American racing.

Hank Jr. was racing a Laser, first as a Junior and then as a Senior through the early 80's and was Canadian Laser champion in 1983, 84, 85 and 87. In 1988 he started sailing a Finn and by 1990 won the World Championship in Greece. He repeated this in 1991 and also was Canadian Finn Champion. He came 1st in the Olympic Finn class trials in



Mark and Hank Lammens

1992 but unfortunately he fell foul of regulations which cost him his first place finish at the 1992 Olympics in Barcelona.

Another BYC sailor, Rob Woodbury almost made it to the 1980 Olympics in Moscow when he qualified for the Canadian team, only to have a Canadian boycott cancel those hopes.

The cruising sailors too were beginning to spread their wings and show the BYC colors in far away places. Apart from our perennial Georgian Bay cruisers, Gord and Betty Nickle, people like Larry and Kay Redmond, Mo and Joan Prosser, Jonathan and Marion Wyatt, Chuck and Debbi Moore, John and Denise Malcolmson, Bill and Heidi Cornell, and many more were populating the Inland Waterway route to Florida, the Caribbean Islands and points beyond.

Participation increased in eastern yachting circuit races and oth-

ers in eastern Lake Ontario. John Van Velze, Bruce Sadler, Mike Beverly, Jim McDonald, Hank Lammens Sr., Gord Dougall, Colin Boag and many others all added to the BYC reputation.

Rodger Doner Around the World Cruise

Some projects take a long time to complete: it took 13 years (of holiday time) to sail a Niagara 35 around the world. 18 sailors, collectively, 12 from BYC, did just that. Starting in June 1986, skipper/owner Rodger Doner enlisted the services of Jim McDonald, Roger Bolt and Rod Carrow to take the Vaillant II to Oswego down the waterway to New York then offshore to Bermuda and the British Virgin Islands. After a hiatus of 6 years in the Caribbean, Gord Dougall, John Malcolmson and Steve Bajinski joined Rodger for an exhilarating roller coaster ride in the winter trade winds of 1992 to Panama. A change of crew saw Colman Mansworth and Jack Amy replace Steve and John for the sail to Galapagos. Colman suggested routing to Malpelo, a small island owned by Colombia. This resulted in a "welcome" of gunfire, prompting Rodger to duck behind Gord for cover and bark out a command to Colman to alter course to port by 30 degrees! After 12 days of cruising in the Galapagos, Colman returned to Canada and the others continued down to Easter Island.

Being off the beaten path and having no real harbour, Easter Island has few visits by cruising yachts. After a few days, we headed north again to the Marquesas for another 18 day passage. By this time we were reduced to true sailboat status: our GPS died just after leaving Galapagos and the propeller parted our company just after leaving Easter Island. Our celestial navigation skills became sharply honed and the many windless race nights at BYC had whetted much needed savvy to work our way up to the trade winds. After brief stops in Tahiti, Bora Bora and Huahine, we hauled the boat in Riatea and flew home, having covered over 8,000 nautical miles on this leg.

Rodger and Gord were joined by John Irwin for the leg to Tonga



Rodger Doner and Vaillant II

the next year. A glimpse into the past was afforded us as we were greeted by a canoe party when we were first yacht into Mopelia for the season. (Several years later we read that a hurricane swept all of the inhabitants out to sea). We were also first sailboat of the season to land at Palmerston Atoll, inhabited largely by an inbred population of Marsters, whose Scottish progenitor established three colonies on separate islets with his three Polynesian wives 140 years ago. However, a Frenchman, who signed himself in as froggy" scooped us at Niue, originally called Savage Island by Captain Cook.

Bill Alison signed on for the leg from Tonga to New Zealand where his talents as a marine biologist provided special interest. A brief stop at Minerva Reef was included.

Bill Cornell came aboard in 1993. A violent storm, with bolts of lightning all around, catapulted us to Norfolk Island. It is still largely populated by ex-Pitcairners, who remain after having been granted the land when the notorious penal colony was discontinued, and we enjoyed an interesting meeting with one young man who proudly claimed to be a direct descendant of Fletcher Christian. Moving

on to New Caledonia, a close-passing hurricane forced us to stay put in port. A lively sail to Australia's east coast saw the diesel engine die in a cloud of smoke as we entered the harbour at Burnett Head.

John Logie came aboard for a boisterous ride up through the passage inside the Great Barrier Reef, through Torres Strait and on to Timor and Christmas Island. Surprisingly, despite being largely Muslim, an elaborate casino exists solely for the use of fabulously wealthy Muslims who fly in on their personal jets from Djakarta "to make or drop a million in an afternoon" and then head home. A few hundred miles more landed us on Cocos (Keeling) Atoll where we reprovisioned for the leg to Sri Lanka. En route a 60 knot storm forced us to heave to for a couple of hours. As the Tamil Tigers were staging an uprising in Colombo, we stayed at Gaull down at the bottom of the peninsula.

In February 1997, Bill Cornell reboarded for the leg to Turkey. The best fishing we experienced in total was in the Arabian Sea and the Red Sea. Brief stops were made: the Maldives, Oman, Yemen, Eritrea, and Egypt. Beating our way up the Gulf of Suez provided the most angst-filled night of sailing in the trip: we had read of vague warnings against night sailing because of cut-off standpipes from abandoned oil wells (supposed) lurking just underwater, and numerous unlit fishing vessels (definite) However, a full moon provided the security to tackle 25 knot headwinds and square seas when the much needed light was extinguished by a total eclipse. Passage through the Suez Canal involved so much paper work that an agent was required. It has been said that Egypt is second only to Greece when it comes to bureaucracy.

Several cruises in the Mediterranean were followed by a leg to the Balearic Islands followed shortly by a leg to the Canaries. The Mediterranean has a reputation for having either very strong headwinds or no wind at all. We experienced mainly the former.

The loop was closed in 1999 when John Ker joined Gord and

Rodger for the leg from the Canaries to Antigua. The 21 day trip was the longest between landfalls of the entire circumnavigation. The self-steering rudder began misbehaving, and while Rodger dangled over the stern with legs in the water to do repairs, John noticed a large dark shape following in our wake. Casual communication to Rodger of our unidentified visitor taking a close interest prompted Rodger to finish repairs in record time and return to the sanctuary of the cockpit. It turned out to be a Minke whale, 18 feet long, harmless, and usually sighted singly or in pairs. To punctuate the end of the voyage we ran over a very large log in the Caribbean which resulted in a jammed rudder. After 37,000 miles it was probably bound to happen.

In the spring of 2000, Colin Boag helped Gord and Rodger sail Vaillant II back to Brockville by way of the Bahamas and the Intra Coastal Waterway, after an absence of 14 years.

BYC Ladies Committee

The BYC Ladies Committee was established when the Club moved to the old Wrightway Laundry building in the fall of 1972. It was formed to help furnish funds and manpower to improve our new club property. The Ladies Committee met once a month during the winter and because the club had no heating, these meetings took place in member's homes with members taking turns hosting the meeting. The idea was to run fundraising events during the winter and into the spring and then have summers off to enjoy boating and other activities.

Some of the fund raising events were: spring and fall Bazaars (now called craft shows) held in the 1000 Islands Mall, and the selling of raffle tickets for such items as quilts, Afghans and paintings. A beautiful watercolour, donated by Holben (Joan Avery), a local artist, boosted our coffers greatly. We also started the tradition of holding spring and fall rummage sales, which continues today. At the rummage sales the ladies looked out for things for the club such



Riverfest Parade July 1995.

Photo Credit: Gail Campbell

as furniture, lamps, mirrors, wall hangings and utensils for the kitchen.

In addition to fund raising the ladies worked very hard for the club. After the Leeward Hall was gyrocked the ladies painted the ceiling and walls. They sewed curtains for the windows and covered upholstered furniture, working at sewing machines as teams in the clubhouse. At a later date we were able to purchase new furniture as well as flooring and carpeting. Each year the Ladies Committee decided which projects they wished to support and raised money to offset the cost

Initially the ladies were responsible for spring and fall clean up at the club. Members' would come with buckets and mops, (and many small children!) to clean windows, floors, walls and bathrooms.

The Ladies Committee sponsored the Commodore's Ball, a prestigious, black tie event, dinner and dancing to live music. In the early years it was held at the Royal Brock Hotel (at that time the

Skyline Hotel) and always in early March. The Ladies Committee would choose a theme and spend weeks making elaborate decorations. Tickets to this ball were much in demand; members would book one or more tables, inviting friends outside the Yacht Club to attend and in this way the community supported our efforts and made it a lucrative affair for the committee.

The evening after the first Haul-out, in 1972, a number of people were sitting around on boxes and crates having a drink and talking about the day, not wanting to leave as the season was closing and summer friends would be gone till spring.

Tom Stubbs was there, as were the Muirs, the Glaziers, the Eyres, the Lochners, the Roughleys, the VanVelzes and others. They decided to order Kentucky Fried Chicken and have it right there in the Club and so the idea of the Potluck Supper was born. Since then the highlight of every Haul out and Launch has been the Pot Luck Supper, the getting together and the sharing of a meal, to talk of how well the day has gone, and to talk of past or up coming great summer excursions.

Launch and Haul-out were very busy for the committee. Not only for the organizing of the Pot Luck Supper but also providing home-made soup and sandwiches for lunch, (a loaf of sandwiches from each member), and donuts and coffee for breaks. Some of the ladies worked on the docks and boats ferrying boats to or from the slips. Potluck Supper members brought their favourite dishes, making these nights some of the most popular social events in the season.

This was a great time of comradeship and bonding, sailors and power boaters working side by side for one cause, the betterment of the club.

A 50 YEAR CELEBRATION

This year marks in a special way
A very important hallmark day
For 50 years ago - you see
Was the launching of our BYC

Brockville was known for rowing fame
But in 1945, forward came
A group of sportsmen who set their chore
Enjoy the river by sail, and not by oar

This group called home, the BRC
A sailing division we would be
At first the group was small but keen
And sailing races soon were seen

Up stood people to lead the way
To assure that yachting was here to stay
And through their efforts and long range vision
Led to the success of the Sailing Division

David Laing was the founding commodore
And following him were many more
Who led us through that early time
The job they did was really fine

So join me as we all salute
Our head table - representing that special group
Their early vision in so many ways
Gave us the Yacht Club we enjoy today

W.G.N. Fleming. April 1995

Written and read by Bill Fleming, Master of Ceremonies, at the Celebration Commodore's Ball, April 22, 1995.



East Cruise 1991

Photo Credit: Carole Bourret



2000, Art Rouse on PRAIRE WILDFIRE, C&C30

Photo Credit: Elliot Parker



Club racing 2003

Photo Credit: Charles Low



Keith Davidson on DAISY D

Photo Credit: Elliot Parker



Commodores Ball 2000. Left to Right: Carole Bourret, Marg Hoge, John Hoge, Doreen Worden, Don Worden, and Tom Bourret (standing). Photo Credit: Chris Farrow



Byte class at Fruitbowl in Hudson Quebec, 2003. 3 of our sailors are in the foreground. Front left is Kathleen Scott, Alexis Culp is just behind and to the left of Jackson Wyatt who is front right. Photo Credit: Patricia Keeling



Cygnus Fleet 1967



Tunnel Bay 1969

Photo donated by Lawrence Redman



Shoal Markers Team

As a public service the BYC marks the dangerous rocks every summer in the local area of the St. Lawrence River. Members were asked to nominate the shoals that they were most familiar with. These were then marked with the yellow Styrofoam floats seen in the photograph. The area where we are responsible for runs from the Three Sisters across from Brockville to the Perry Shoal near Brown's Bay. In recent years these marks have been replaced by the larger white plastic floats provided by the Thousand Islands Association.

From left to right: Ken Horton, Jim Kidd, Jim Clark, Bruce Sadler; Tom Stubbs, Tony Griffin.



*Sailpast 2000, Eric Poulsen and SEA BIRD, Alberg 29, Committee boat in background
Photo Credit: Elliot Parker*



Commodores Ball 2002



Piledriving 2003

Photo Credit: Charles Low



2000, John Malcolmson and Family on PERIGEE, CN 35

Photo Credit: Elliot Parker



Smith Island



1994, "Recovery" Launched for Sailpast

Past Commodores

Sailing Division of the Brockville Rowing Club

*D.A.S. Laing
T. D. Dailey
*R.F. Craig
C.L. Curry
*J.G. Gandier
*J. Watson
*W.G. Beer

Brockville Yacht Club (BYC)

*Davidson, G.M.	1956-1957
Muir, D.B.	1958-1959
*Haslam G.C.	1960-1962
*O'Kelly E.R.	1963-1965
Mucklestone, R.F.	1966-1967
Dumbrille, R.M.	1968-1970
*Taylor D.E.	1971 -1973
Brunner, H.	1974-1975
*Fleming, W.G.N.	1976-1977
Beckering, J.J.	1978-1979
Dougall, G.D.	1980-1981
Anderson, W.J.	1982-1983
Farr, F.W.	1984-1985
Roberts, J.S.	1986-1987
McDonald, J.	1988-1989
Ker, J.	1990-1991
Lammens, P.A.	1992-1993
Ron Gardiner	1994-1995
Paul Dailey	1996-1997
Geoff McMullen	1998-1999
John Alexander	2000-2001
Colman Mansworth	2002-2003

* deceased

Harbour Masters

*F.W. (Fred) Hamilton	
Tom Stubbs	1964- 1986
Peter Lammens	1987
John Alexander	1988 - 1997
Art Rouse	1998 - 2003

Honorary Life Members

Mr. T.L. Stubbs	
*Mrs. J.C.C. Gandier	
*Mr. F.W. Hamilton	
Mrs. E.C. Muir	

Honorary Commodores

*Joan Gandier	
Tom Stubbs	

Ladies Committee Chairmen

Marjorie Van Velze	1972 - 1974
Joanna Jeswiet	1974 - 1976
Linda Eyre	1977 - 1978
Mary Learmonth	1978 - 1979
Betty Nickle	1979 - 1980
Joanne Farr	1980 - 1982
Betty Nickle	1982 - 1983
Michelle Arsenault-McDonald	1983 1985
Wendy Arkeveld	1985 1987
Marjorie Van Velze	1987 1989
Madeline Chevrier	1989 1991
Edith Jenkins	1992 1993
Gail Campbell	1994 1995

* deceased

The Hardy Memorial Bowl Trophy

*F.W. Hamilton	1962
*G.C. Haslam	1963
J.S. Jeswiet	1964
T.L. Stubbs	1965
M. L. Stinnes	1966
*D.E. Taylor	1967
E.E. Ward	1968
H. Brunner	1970
M. Kolsun	1971
*L. Gates	1972
T.L. Stubbs	1973
Marg & Lou Lochner	1974
Sidney Vandermeulen	1975
G. Herman, H. Lammens, J. Van Velze	1976
Ladies Committee	1977
Peter Lammens	1978
*Anne Glazier	1979
*Bill Fleming	1980
Liz Muir	1981
Doug Bishop	1982
Gord Dougall	1983
*Roy Jones	1984
Cec Glazier	1985
T. L. Stubbs	1986
Geo. Herman	1987
J. Van Velze	1988
*Casey Bakker	1989
Joe Roberts	1990
Ken Horton	1991
Jack & Gail Campbell	1992
Jim Clarke	1993
Art Rouse	1994

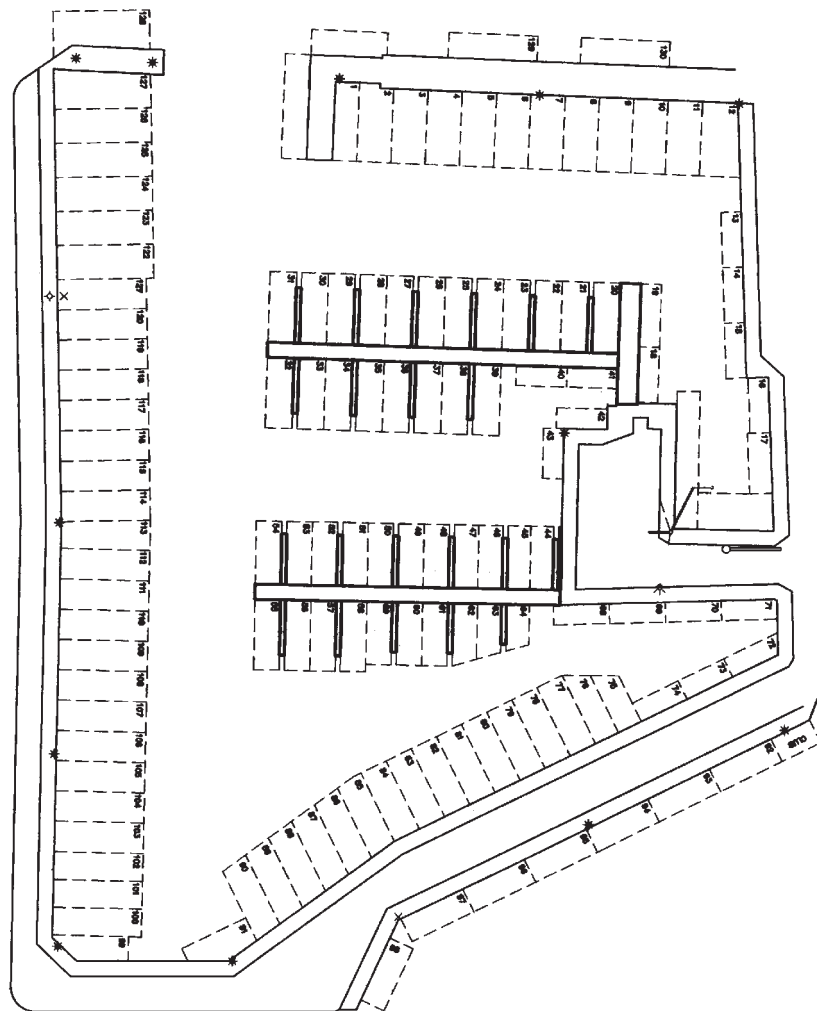
* deceased

Garth Gerlevsen	1995
Julia Alexander & Joan Rouse	1996
Bruce Sadler	1997
*Gordon & Betty Nickle	1998
Bob Panter	1999
George Herman	2000
Dock Construction Crew	2001
Pat White	2002
Boyd Thompson	2003

Lady of the Year Award

Michelle Arsenault	1994
Julia Alexander	1995
Cathy Clark	1996
Joan Rouse	1997
Gail Campbell	1998
Mykie Boag	1999
Doreen Worden	2001
Carole Bourett	2001
Bridget Irwin	2002
Mary Mansworth	2003

* deceased



Harbour Layout 1999



BYC Crest