

A BRIEF HISTORY OF THE CHATS LAKE YACHT CLUB

Researched and Written by R.M. Thomson

From a collection of old files, papers, letters, press clippings and discussions with various people, the following brief history was written. We have attempted to write this from the view point of recording the events and people that brought about the present Yacht Club in Arnprior.

The need for a boat club was based on the principle that the Ottawa River provides us with a summer playground which should be enjoyed by all the boaters of the Arnprior area. The information compiled here proves somewhat the old adage that "history repeats itself". Since 1950 the various executives have repeatedly had to deal with the drifting sawlog situation on the river, the meetings to discuss the opening of the Ottawa River to provide a passage for boats from the Rideau system through to Georgian Bay, the problems associated with gaining and keeping members, the naming of the club and the building of a club house.

So many people have been instrumental in bringing the club to its present state of development that it would be impossible to name them all. We will attempt to give credit to the few at the risk of overlooking the effort of the many who were unfortunate in not getting their names into the minutes of meetings.

The first recorded evidence of a boat club was in March 7, 1950, the club was known as the Sandy Beach Boat Club. The executive officers were, Commodore Harry Rice, Vice-Commodore R. Degear and Recording Secretary Norman McLaren. The executive at that time were negotiating with the town officials for a land grant on which they could build a club house on the

west bank of the Madawaska River. The location suggested was the property between the boat house owned by Messrs. Hall, Hope and Dunlap and the boat house owned by Walter Prentice. For some unrecorded reason the club was never granted their request.

There was tremendous interest in the club at that time and they had signed up 81 members. Some of those were: P. Ayling, H. Baker, K. Bews, Al Claman, R. Code, R. Degear, W. Dick, E. Drysdale, H. Gardner, J. Gillies, Paul Jones, H. McCord, W. Prentice, W. Ramage, M.J. Smolkin, Dom, Harry, Mort and Tom Sullivan, Geo Sheppard and Steve Prensler.

The membership decided that they wanted jacket and cap crests, therefore Col. Harry Rice had an army friend design a crest. (The original of that crest is presently framed and on display in the club house.) Apparently a few of the original crests are still to be found on old jackets in attics in Arnprior.

In May 1950 the debris in the Ottawa River had reached alarming proportions, so much so that Mort Sullivan was requested to write to the Secretary, Canadian Boating Federation, requesting their assistance. This letter brought about a meeting with officials of the Boating Federation and Mr. Saunders, Chairman of the Ontario Hydro. A plan of action was implemented to clean up the debris left over from the construction of the Hydro dam at Portage du Fort.

A committee was formed under the chairmanship of Norman McLaren to write a constitution for the Club and present it to the membership in October, 1950. There is no evidence that this constitution was passed and in fact there is no evidence of the club continuing in 1951 or subsequent years through to 1962.

On February 22, 1962, Col. Les Smith, then Commandant of the Canadian Civil Defence College, Arnprior, wrote to the Canadian Boating Federation,

requesting information on forming a boating club. The CBA replied promptly and outlined a proposed plan and requested a \$15.00 affiliation fee.

On March 26, 1962, Col Smith forwarded a letter to prospective members, inviting them to the Canadian Civil Defence College for the purpose of forming a club. In this letter he listed the reasons for a boat club as follows:

1. For water safety - prime objective of the club.
2. Developing watermanship and boatmanship in younger members of the community.
3. Personal recreation.
4. Develop proper charts of the Ottawa River and the marking of navigational hazards.

At this March meeting, Dick Atkey was requested to compile a register of all club boats (which he completed shortly thereafter) showing details such as license number, length, make and horse power of motor for some 38 boats. The membership fees were established at \$1.00 per annum. Bud Levy moved that the name of the club be Chats Lake Boat Club. This motion was seconded by Basil Lesarge. These initial actions brought about the club that has been in existence since that date. John McKay presented a proposed slate of officers which the membership approved as follows:

Commodore	-	Col. Les Smith
Vice-Commodore	-	Dr. Lyons Ringrose (Renfrew)
Secretary	-	Dick Atkey
Treasurer	-	Bud Levy

A number of members from Renfrew joined the Club as they had cottages and boats at Castleford.

The club planned a series of boat cruises throughout the summer of 1962 with the first cruise being to Stewarts Bay, 13 craft participated and members participated in swimming, fishing and picnicking. Throughout the year the club had a number of interesting speakers talk about various aspects of water safety, etc. A water skiing committee was formed under the chairmanship of Gordon Robertson whose son John went on to become a professional water skier.

Throughout the winter of 1963, Col Smith invited speakers in for the monthly meetings. In April, 1963 the annual fees for a family membership were established at \$3.00 and Col Smith reported to the members on a meeting held in Pembroke for the development of the Ottawa River Seaway by-pass.

At this meeting John McGonigal was appointed chairman of the membership committee and Jim Hammond proposed a new slate of officers which the membership approved as follows.

Commodore	-	Col Les Smith
Vice-Commodore	-	W.W. Bud Gillespie
Corresponding Secretary	-	Mrs. F.C. Buschlen
Secretary	-	Dick Atkey
Treasurer	-	Roly Beauchamp

In May, 1963 plans were made for a power boat cruise down the Rideau Canal System and throughout the summer of 1963 a series of cruises were made to places like Black Bay, Mississippi River, Braeside Islands, Sand Bay, Stewarts Bay and Portage du Fort. On the cruise up the Mississippi River, Col Smith's sail boat struck the high tension hydro line. Fortunately there was no serious injuries to the crew or damage to the boat.

In 1964 under Commodore Bud Gillespie, the club commenced pressuring the Federal Government, through the then local member, Mr. Joe Greene, to have Chats Lake surveyed and to install locks at the Hydro dams to open up the scenic Ottawa River for boating.

In February, 1965 Gerry Stokes was appointed Commodore and the records list some 71 members such as Don Brown, Steele Campbell, Earl Drysdale, Taylor Fitzpatrick, Claude Gougeon, Willard Kellough, Gerald Lemieux, J.C. Munro, Art Pouliot, Alex Staye, Barry Sully and Harry Sullivan.

Plans were made to build a club house and parking area in Arnprior and for obtaining an island in the Rhoddys Bay area to be used as a rendezvous. As a money making project it was suggested that the American Boating Federation Regatta be reactivated in Arnprior. Max Howat suggested that a letter be written to the Ontario Hydro requesting the reopening of the old marine railway to by-pass the Fitzroy dam. However, these two suggestions were never actively pursued and died on the vine. In 1965 Baker & Kennedy bought the Ayling Boat Works for the purposes of opening a marina to service the boaters. This was an active year, some of the events were: 22 persons registered for the Canadian Power squadron course; Claude Gougeon was appointed Vice-Commodore - Cruisers and Ed Forrest was appointed Vice-Commodore - Sailing. George Robertson was appointed chairman of the committee to run a raffle on the break-up of the Ottawa River. Max Nebergall was appointed membership chairman assisted by Roly Beauchamp and club members were asked to use an orange flourescent flag to mark dead heads in the river.

At the March 1966 meeting, John McGonigal was elected Commodore of the club, Vice-Commodore of Power - Bert Hall, Treasurer - Taylor Fitzpatrick, Secretary - Ken McNab. Fees were increased to \$4.00 per year and on a motion by Barclay Craig we would buy plaques to present to past commodores in honour

of their service to the club. At this meeting the name of the Club was changed to the Chats Lake YACHT Club at the request of a number of members who wished to use their membership cards when visiting other Yacht Clubs.

At the April, 1967 meeting, held in the Town Hall, the group agreed to purchase and install a radio transmitting and receiving set complete with aerial, at the Baker and Kennedy marina for the use of all members.

At this meeting, with 24 members present, Karl Fritsch was appointed Commodore, Barry Sully - Treasurer, Moore Campbell - Membership Chairman. A number of boaters were interested in boating from Ottawa to Montreal to visit Expo 67. However, some members had already made reservations and went on an individual basis rather than as a group.

In May the Arnprior and District Centennial Committee asked if the Yacht Club would arrange a welcome ceremony for the group of Voyageurs canoeing from Rocky Mountain House, Alberta to Expo 67. The welcome was made to the canoeists who arrived in large war canoes at the Town Park on August 28th, 1967 on schedule.

In 1968 the First Fleet of sailboats made their appearance at the Yacht Club. Through the concerted efforts of a group of budding sailors headed by Ed Forrest six SABOT sailboats were built in Ed's basement in Glasgow Station. The group consisted of Ed Forrest, George Robertson, Vern Kitchen, John McNab, Barr McNab and Bill Laventure. The six boats were built on a jig and as all the boats were similar the owners drew lots as to which boat they would own. A SABOT is a small boat with a single sail and is approximately 8 feet long. These boats were sailed and raced with great enthusiasm and enjoyment for some four or five years before being overtaken by the larger and faster sailboats such as the Albacore and Enterprize type sloops. The Sabots were donated to the Club for use by the Sailing School and the Junior Sailors. Until the docks were built at the

point in Bell Park the sabots sailed from the small public beach on McLean Avenue.

At the meeting in March 1968, the Commodore, Karl Fritsch, reported on the efforts made to obtain a lease on the sand bay on Pontiac Beach. This bay is located on the Quebec side of the Ottawa River, opposite Arnprior, on property owned by the Consolidated Bathurst Corporation. This protected bay provides a sandy beach and good swimming. The late Marg and Moore Campbell are well-remembered for their contributions to the organization of many happy family outings at the beach with the members of the power squadron.

The annual chore of getting the power squadron docks in and out of the water each season, providing for their proper care and maintenance and installations at Pontiac Beach has mainly been the responsibility of Claire Symington, Karl Fritsch and Leo Vermette, ably assisted by Ramsay Thomson, Gerry Stokes, Ken McNab and others. These docks are a very necessary part of the equipment needed at Pontiac Beach for easy access to the bay.

At the same time the Property Committee, composed of Gerry Stokes, Reg Wagenblass and Col Wally Garber were examining many sites on the Ottawa River for a location for a Club House. Finally the Club Secretary, Ken McNab, was requested to write to the Arnprior Town Council to obtain a lease on a portion of the Madawaska riverfront in Bell Park.

In March 1969 the club had 58 members. Bill Hilditch, noted for his musical talents, was appointed Commodore and membership fees were established at \$5.00 annually.

In April, 1970 the club had 43 members. Max Howat indicated that the spring dance would again be held and Gerry Stokes would again handle the Glass Turkey Draw in conjunction with the Spring Dance. The property committee reported that they had been unsuccessful in obtaining a piece of

land in Bell Park. Vern Kitchen requested that the club join the Canadian Yachting Federation which was approved. Jim Newsom raised the possibility of getting some buoys placed in the lake by the Department of Transport. The Commodore stated that the charts of our section of the Ottawa River were available.

In September 1970 a decision was reached and a formal request was again made to the Town of Arnprior for a portion of land in Bell Park as a site for the Chats Lake Yacht Club by the Commodore, Bill Hilditch and Max Howat.

In February, 1971 the membership is shown as 60. The Commodore reported on negotiations with the Department of Transport which resulted in 10 buoys having been placed in the river. The meeting appointed Barclay Craig as Commodore and Dave McGarry offered to conduct a Piloting Course commencing in September, 1971. On April 19, 1971 the Clerk-Treasurer, Mr. G.M. Buffam informed the Club by letter that the council had approved the leasing of a site for the Yacht Club in Bell Park.

On 1 May, 1971 a formal lease was signed by Rae Stokes, Ken McNab and Barclay Craig on behalf of the Yacht Club for a site in Bell Park between Baker & Kennedy Marina and the Fish and Game Club with a frontage of 375' on the Madawaska River. An annual fee of \$1.00 was assessed by the Town for this site.

In June of 1971, Ontario Hydro began construction of the new Arnprior Dam and a number of buildings and cottages were put up for sale and removal from the Flat Rapids area of the Madawaska River near Stewartville.

In July it was decided by the Yacht Club executive to purchase Bob Scheel's cottage for the sum of \$100.00. It comprised two buildings, one 24' x 32' with large windows and a smaller building 12' x 18'.

Under the direction of the Chairman of the Building Committee, Max Howat, who was also Vice-Commodore of Sailing, a group of members literally handsawed the cottage into pieces and with the help of Gerry Green of Green's Transfer, Nick Smith of Smith Construction and Mort Sullivan of M.J. Sullivan and Sons who supplied low loaders and crane, the buildings were moved from Flat Rapids to Bell Park at no cost to the Club.

The move took place just before a spell of wet weather which delayed the re-assembly of the buildings until late October. However, under the direction of Ed Forrest, foundation footings were surveyed and poured and the larger building re-erected and closed in before winter.

In the spring of 1972 the Treasurer reported to the meeting that the club's wealth totalled \$1,096.68. Max Howat estimated that the new club house required \$1,200.00 for repair materials, \$200.00 for electric wiring and \$600.00 for a fireplace. A building committee was formed of Gerry Stokes, Aleck Morrall, Ed Forrest and Barclay Craig to assist Max Howat, Chairman.

In May 1972, reconstruction started and the smaller building was levelled up and joined to the main building. Partitions, windows, doors, wiring, lighting and hydro power were installed during the summer. The exterior of the Club House was covered with Colorloc siding by Mr. Stewart Robertson in November, 1972. Somehow the sum of \$1,400.00 was raised by the Club to pay the costs.

At the December 1972 meeting, held at the Canadian Emergency Measures College, a proposed constitution was presented to the membership. After considerable recommendations for change, the constitution was approved on motion by Bill Hilditch and George Robertson. Max Howat was elected Commodore, Ed O'Connor Vice-Commodore of Power, Aleck Morrall Vice-Commodore

of Sail, Ramsay Thomson Secretary, and Rae Stokes Treasurer.

The executive agreed that the club would continue to entertain the Arnprior Senior Citizens on a Sunday afternoon in August. The entertainment consists of a boat cruise on the Ottawa River, a bingo game conducted by Ken McNab, a splendid lunch provided and served by the ladies of the Yacht Club and a safe return home by car.

On January 30, 1973 the membership agreed that we should continue having our annual dance and arrangements were made to rent the new Golf Club House for June 23, 1973 and charge \$12.00 per couple. Gerry Stokes, Chairman of the Ways & Means suggested that we sponsor an Art Show combined with a wine and cheese party in the Masonic Hall. This event took place and was a financial success and was repeated again in 1974.

During the spring and winter of 1973 the interior of the Club House was completed mainly through the efforts of Max Howat and Aleck Morrall. The walls, ceilings and floors were fully insulated, walls panelled, ceilings installed and lighting fixtures hung.

Through the generosity and personal efforts of Bob Scheel, all the windows in the Club House were re-cut, refitted, new window fittings installed and, as well, new screens for all the windows, were provided. All this at no cost to the Club.

In the December, 1973 meeting, the property committee indicated that the renovations of the club house were progressing on schedule and an additional \$400.00 was required for landscaping and furnishing the club house. The Vice-Commodore - Sail, Aleck Morrall, presented plans for a training program for new sailors. The Vice-Commodore - Power, Ed O'Connor, indicated there was a need for more boat docks at Pontiac Beach. Bud Levy indicated that the Hydro were looking for space to dump fill and that this was a perfect opportunity to have the club dock front levelled at no cost. The membership

asked that a letter of complaint be forwarded to the Upper Ottawa Improvement Company complaining about the floating logs and dead heads in the Ottawa River.

The membership were saddened by the death of their Commodore Max Howat in December, 1973. The executive appointed the Rear Commodore, Barclay Craig, to reassume the office of Commodore until a new Commodore could be appointed.

In recognition of the work done by the late Max Howat, the membership approved the naming of the main room in the Club House as the "Max Howat Room".

In April, 1974 Aleck Morrall reported that he had approached Acres Construction and they promised to provide the club with fill when they commenced the dredging of the Madawaska River. Mrs. Stella Howat donated her husband's "Enterprize" sail boat to the club for use by junior sailors. Barclay Craig tendered his resignation as Commodore due to business pressures and Aleck Morrall agreed to assume the role of Commodore.

In October, 1974 the general meeting, held at the Canadian Emergency Measures College elected the club executives as follows:

Commodore	-	Lt-Col Aleck Morrall
Vice-Commodore - Sail	-	Owen Bird
Vice-Commodore - Power	-	Vacant
Rear Commodore	-	Barclay Craig
Secretary	-	Ramsay Thomson
Treasurer	-	Mrs. Stella Howat

Dave McGarry volunteered to conduct a Power Squadron Training Course, however few members signed up. Ed O'Connor outlined the result of his meeting with Mr. Zwickler, manager of the Upper Ottawa Improvement Co. in which Mr. O'Connor complained about the problem of logs in the river. The Vice-Commodore - Sail,

Owen Bird in his report on the spring sailing course indicated there were 27 entrants. He also outlined his experience as a student in the Georgian Bay Sailing School conducted by the Canadian Yachting Association where he qualified as an Instructor in sailing. Mr. Bird advised that the Ontario Enterprize Association were interested in having Arnprior host the 1976 Ontario Enterprize Championships, however, it was felt that the Club would not be ready for such a large event. The chairman of the building committee had Nick Smith explain how the dock area could be designed.

The Commodore indicated that he had received the donation of a refrigerator from Frank Blackwell and that a high quality rug had been acquired from the High School for the minimal sum of \$350.00 and that the rug had been installed by Walter Boswell, at no cost to the Club.

The Commodore reviewed his plan that he had presented to the Arnprior Council in which he asked if it was possible to have a water line put in place to our club house. However, the Town Council refused to provide it at that time.

In the January, 1975 meeting it was agreed that we would hold a dance at the Arnprior Golf Club charging \$15.00 per couple and that the membership dues would remain at \$20.00 and that the Yacht Club would set up a display and information booth at the Arnprior Sportsman's Show on April 25-27, 1975. This display by the Club of an Albacore by Wilbur Dyke and an Enterprize by Owen Bird was well received and the Club gained several new members.

The Yacht Club agreed to assist the Lions Club again this year in their annual regatta by providing crash boats and general boat control for the course.

The Vice-Commodore of Sail assisted by the Commodore and other experienced sailors, conducted a sailing course for 16 candidates all of whom successfully

qualified to a White Sail - Level 3. Mr. Bird indicated that in 1975 the sailors enjoyed their best year in the history of the club.

The spring of 1975 brought more changes to the Club waterfront. The Verreault Navigation Company arrived to deepen the river channel of the Madawaska and were given permission by the Yacht Club Executive to use the Club waterfront as a resupply area. A crib type dock was built and installed, the entrance road was gravelled and graded by the Navigation Company. Work progressed throughout the year without interference with Club programs. The club entertained 65 senior citizens this year on the annual boat cruise. The membership for 1975 was 36 paid up family memberships.

In the fall of 1975, the Commodore negotiated with Smith Construction Company to donate \$380.00 of heavy bulldozer time to grade and level the rock fill along the Madawaska River. In the spring of 1976 the Verreault Navigation Company donated the timber wharf (\$2,000.00), a large 3000 gallon steel tank for our holding tank (\$700.00), additional rock fill valued at \$1,000.00 and, as well, donated \$700.00 in cash to regrade the launching ramp area following the removal and disassembly of the dredging barges. Throughout 1975 the Commodore was ably assisted by Archie Cox, Jim Plummer and Wilbur Dyke all of Acres Management Services which was responsible for the construction of the new Hydro dam in Arnprior. Both Jim Plummer and Wilbur Dyke became ardent sailors after graduating from the sailing school in 1975.

In May, 1976 the membership held their first official meeting in their new club house in Bell Park. The Vice-Commodore, Owen Bird reported that the sailing school would be run again with a maximum of 16 students. Gerry Stokes reported for the Power section of the club and stated that

there was little interest in boat cruises this year. It was decided that we would not run a dance this year as the past few years have been money losers.

The Commodore informed the meeting of his negotiation with Wintario and indicated the possibility of the Club gaining enough money to finalize the dock area of the club and install a holding tank. Also the Commodore indicated that he was still negotiating with the town to run a water line to the club house. The Treasurer, Mrs. Stella Howat presented the treasurers report and the club had \$1,327.56 in the bank.

The Town of Arnprior, at the request of the Club executive, donated 6 complete street lights (value \$450.00) for installation as dock lights. However, the Club would be responsible for their installation and maintenance.

In October, 1976 the following were elected to the Club executive.

Commodore	-	Lt-Col Aleck Morrall (re-elected)
Vice-Commodore - Sail	-	Owen Bird (re-elected)
Vice-Commodore - Power	-	Karl Fritsch
Secretary	-	Sandra Wells
Treasurer	-	Arnold Muirhead

Later in October, 1976 the Commodore submitted a claim for a Wintario Grant for \$39,500.00 for various projects to improve the club house, grounds and docks. The projects include a water supply, sewage system, holding tank, docks, dock lighting, roads and landscaping. Included as well was a crash boat and motor for the Club. Planning for these projects is well in hand and the 1977 season for the Chats Lake Yacht Club appears bright and busy.

The Spring meeting of the Yacht Club was held in the Club House in Bell Park on March 25th, 1977. Although the heavy snow storm had closed the road into the Club and the town plough could not clear it, Wilbur Dyke and

Smiths Construction soon had a dozer on the job to clear the road and the parking lot.

The Commodore opened the meeting with a review of committees. Owen Bird outlined the sailing program which included a number of sailing regattas and the continuation of the sailing school. Helen Bird outlined her membership drive for the new season and although Arnold Muirhead, the Treasurer could not be present he did pass a report on the Club book balance which stood at \$2,400.00.

The Commodore, Aleck Morrall, reported on the progress of the many projects in hand with particular emphasis on the grant from Wintario of \$19,750.00 to complete the waterfront projects.

With the exception of the purchase of docks the Club executive was given authority to proceed with all speed to procure the Wintario funds and complete the many projects.

Shortly after the General Meeting in the Clubhouse in March 1977, a meeting of the Club Executive together with members of the Power Squadron, was held in the Clubhouse to discuss and decide the type of dock to be purchased by the Club. After a review of the types and prices available it was decided to purchase a Cantilever dock produced by Muskoka Dock Ltd., Orillia, Ontario. Initially two docks were ordered and later three more were ordered for delivery in June at a cost of some \$7,500.00.

On 10 June 1977 the Club received its first Wintario cheque for \$9,044.37. This was put into a special bank account by the Treasurer, Arnold Muirhead, to draw additional interest until actually required. Later this was used to pay for the docks and a 16 foot aluminum boat and 20 HP motor. This replaced the old unsafe Peterborough boat and motor previously used as the Club Safety and Rescue Boat.

During the fall of 1977, Walter Boswell, assisted by Ken McNab and Aleck Morrall, installed linolium flooring in the kitchen, washrooms and hallway. Later, pre-cast concrete steps were installed at both front entrances of the Clubhouse.

The early spring of 1978 saw the beginning of the major improvements to the Clubhouse and dock areas. The hydro power line and pole which posed such a danger to the aluminum masts of the sailboats was removed from in front of the Club to a new site in the rear of the Clubhouse by Green's Transport. The move of the power line permitted the removal of the dead elms and old willow trees from the parking lot and the front of the Club. These were cut down by Ken McNab and a number of the members assisted in removing the old timber and branches.

The Town of Arnprior installed a new water service for the Club on Riverview Drive and Green's Transport, using a small ditch digger, buried some 900 feet of plastic water line from the roadway to the Clubhouse. When this was completed Smith's Construction removed the old tree stumps and cleared and graded the car park area. On June 6th, 1978 the Club received a second Wintario cheque for the sum of \$3,500.00.

After battling for two years with the Renfrew County and District Health Unit we finally received a "Certificate of Approval" for the Club Holding Tank Sewage System. The 3,000 gallon tank was then prepared by Brydges Welding and the site next to the Club excavated by Smith's Construction and the tank installed and buried. MacPherson Plumbing then installed a hot and cold water system in the Clubhouse and the sewage system was connected to the Holding Tank. At last we had water and indoor facilities in the Clubhouse. These were installed just in time to be used for the Ontario Enterprise Championship races held 1-2 July, 1978.

On 21 August, 1978 we received a third Wintario cheque for \$4,230.00.

Throughout the summer the work continued. Lorne's Electric installed the six street lights along the docks and in the parking area. The concrete bases for the lights and the docks were prepared and poured. As soon as the concrete was ready, Smith's Construction, under the personal direction of Nick Smith, spread and graded 1200 tons of crushed stone and rock dust over the dock and parking areas and a final grading and smoothing was carried out.

When the ground surface was completed, the docks were assembled and placed in position on the concrete bases. Cables were installed and the docks suspended over the water. Finally the decking was put on, nailed in place and the outside rubbing streak nailed in place. The work of installing the five docks was carried out in the main by Herb Sauer and Aleck Morrall.

Only the landscaping of the grassy areas around the Club remain to be done. This was not completed in 1978 because the last Wintario cheque was delayed. However, it is planned to complete this project in the fall of 1979.

A General Meeting scheduled for November 28th, 1978 at which the new slate of Officers were to be elected was cancelled due to the sudden illness of the Commodore following an accident at the Clubhouse a few days before the meeting. After the removal of a damaged kidney the Commodore recovered quickly and the meeting was re-scheduled to be held in February, 1979.

The rescheduled meeting was held at the Federal Study Centre on February 9th, 1979 and the following officers were elected to the Executive:

Commodore	Aleck Morrall	(re-elected)
Vice-Commodore Sail	Owen Bird	(re-elected)
Vice-Commodore Power	Ramsay Thomson	
Secretary	Sandra Wells	(re-elected)
Treasurer	Arnold Muirhead	(re-elected)

Helen Bird remained on Membership and Herb Sauer remained on Grounds.

The Commodore quickly reviewed the various projects which had been completed and reviewed the Wintario Grant.

The total of all the projects estimated in 1976 for Wintario was \$39,500.00 of which Wintario would give \$19,750.00. The revised estimate in 1978 was \$51,573.35 and Wintario agreed to increase their donation to \$25,786.68. This increased our final cheque from Wintario from \$2,974.98 to \$9,011.66.

Thus, after paying all our outstanding accounts leaves us with a bank balance of \$6,037.84.

Through the personal efforts of Club members, local contractors, merchants and friends the Chats Lake Yacht Club has produced: \$27,677.45 in donated works and services; \$14,336.15 in donated labour and \$9,559.75 in donated materials and equipment. This together with the assistance provided by the Wintario Grant has created a viable Yacht Club with all facilities in the heart of Arnprior.

On the matter of Club fees it was decided that the fees for 1979 would be as follows:

Family Membership	\$25.00 per year
Wharf Docking	\$75.00 per year 16 feet and under Plus Membership (Boats over 16 feet add \$5.00 per ft.)
Dry Boat Park	\$10.00 (on or off trailer)

To commemorate the completion of the Club facilities the members agreed to hold a Grand Opening and Dedication of the Max Howat Room with Open Regatta and Buffet on June 23, 1979. All Club members, old members, local officials, Wintario and local MPs to be invited.

The necessity of additional docks for the Club was considered but since the 1979 costs of 30' docks had risen to \$1,650.00 per 30' dock, it was decided to proceed with the construction of a screened verendah on the Clubhouse instead.

A contract with Dave Cain, a Club member from Galetta, was concluded and construction of the verendah was started on 23 April, 1979 at a cost of \$6,000.00.

A concrete patio was constructed at the rear of the Clubhouse by Ramsay Thomson and Aleck Morrall and a metal garden shed erected by Herb Sauer. This shed will house the sailing buoys, gas tanks, anchors, lawn mower, etc.

High flood waters began on April 28th and was over 4' above normal flooding the entire waterfront. The docks appeared to be in mid stream. However, they survived without damage and by May 20th the waters were back to normal.