

## **Ottawa Rowing Club AGM 2010 Vice-President Administration Report**

This past year 2009 was another very successful one for the club, with all our membership categories meeting or exceeding budget targets. However as noted in last year's report this success does come at a cost in wear and tear as equipment is used more often for longer periods by a wider range of people with differing skills.

For example, coach boats and motors are running almost non-stop and when we used to take one truck and trailer to a regatta more often we are now taking two and that adds mileage and increases transportation costs. All this means that in the next couple of years will have to consider expenditures on infrastructure to update trucks, trailers, coach boats and motors and related equipment.

At the same time we are also taking a variety of other steps to renew or address infrastructure issues in 2010:

**Singles boathouse ramp** - Continuing erosion under the concrete pylons holding up that ramp left the club with no option but to remove the pylons when the crane took the docks out of the water in the fall. The club plans to install a new aluminum ramp this spring to replace the wooden ramp. That ramp should also make the docks accessible for adaptive rowers in a way they were not in the past. This will cost approximately \$15,000.

**Coach boats and motors** - The wear and tear on coach boats and motors is a problem for the club and the executive recognizes that we must have an annual program of boat and motor replacement. To achieve that we have included a line in the budget so that each year we will set aside money to replace at least one boat and motor.

**Coach boat trolley** - One possible way to reduce damage to boats and motors is to have some on trolleys so they can be rolled down to the water and taken out that way, then stores with motors on the boats in one of the boathouse bays. We are going to try a trolley specially built for the process early in 2010 to see how it works and if it is successful will introduce more during the summer.

**Expanding the grounds** - After a lengthy approval process that took all last summer, we have permission to remove the fill located immediately to the north of the coach boat compound that was placed there years ago when the excavation was done for the new boathouse. The club's intention is to remove the fill and brush in order to level the ground and use the area to store our trailers. We hope to complete that work early in 2010. Thanks to Peter Thompson for his dogged pursuit of the required approvals to allow the project to proceed.

## **Here are the highlights from 2009:**

### **City of Ottawa/National Capital Commission**

We are into the third year of our three-year agreement with the City of Ottawa for our facilities. We will have to negotiate a new agreement this year but based on past negotiations we expect that not to be a difficult process. As in the past, the city continues to be very co-operative in responding to concerns about plumbing and other issues and we appreciate their continued support.

In 2009 we were able showcase our club and rowing in conjunction with the city by combining our annual National Capital High School Regatta with Doors Open Ottawa on June 6-7. It was very successful but unfortunately we will not be able to duplicate that this year as the CSSRA Regatta in St Catharines is the same weekend as Doors Open (June 5-6). The club's high school regatta will be the following weekend as some of our high school rowers will be at the CSSRAs.

The National Capital Commission has embarked on a multi-year process for the reconstruction of Sussex Drive that will include reinforcing the wall above the club and may give us an opportunity to modify the driveway entrance to the club for easier access for our trailers. Peter Thompson is monitoring this process on the club's behalf.

### **Boathouse**

Thanks to the hard work of Donna Makin, this was another very successful year for the boathouse. Weddings, receptions, corporate rowing days and other events all helped generate revenue for the club that we use for equipment purchases. For 2010 the club is buying 12 tables that each seat eight and storage trolleys, that can be rented by those who rent the boathouse for their occasions or used a club events.

With the ONEC boathouse still such down for special occasions due to fire regulations we expect 2010 will be another big year for boathouse rentals. At this point we already have more than half a dozen bookings confirmed for the summer of 2010 and are showing the boathouse almost every weekend during the winter.

Donna Makin decided to step down from overseeing boathouse rental activities at the end of 2009 and on behalf of all club members I would like to thank her for her tremendous work over the years. All club members have benefitted from her dedication and work. She has made the facility a leading location for special events in Ottawa. For 2010 we will be managing the boathouse from the club office.

### **Canada Summer Jobs**

In 2009 our summer youth day camp was once again supported by the federal government's Canada Summer Jobs program that paid wage subsidies to our two camp counselors. The club

would like to thank our MP the Hon. Mauril Belanger for the support he gave to our application. We have applied for Canada Summer Jobs support for the youth camp again for 2010 and hope to hear by early May whether we have been successful.

### **Equipment losses**

The club had had the tailgate stolen from our Ford pickup truck late in the season and we are pursuing an insurance claim for that. There was also avoidable damage to several shells during the year, which cost a significant amount to repair.

Finally we continue to suffer damage to boats, motors, blades and other club equipment much of which could be avoided with greater care on everyone's part. When damage occurs it must be repaired and that costs money which must come from membership fees.

### **Conclusion**

Again this year I would like to thank all the executive for their hard work and support during the year and the many members who volunteered at events to run the canteen, work at regattas and help the club manager with odd jobs around the buildings and grounds. Without all of your collective support the club couldn't operate.

Finally I would like to acknowledge the untiring efforts of our club manager Brian Adams. With the growth in the club his workload has increased significantly yet he keeps the club operating smoothly by doing many things that most club members never see and therefore take for granted. His knowledge, expertise efforts and enthusiasm are invaluable for the club.

Christopher Waddell  
Vice-President Administration  
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