

1974

The Annual General Meeting took place at the Windsor Club on October 25th, 1974 at 7:45 pm. The attendance was lower than usual for the meeting (21 present - 26 absent). The \$70.00 was refunded to Joe Kinnear for the damages to the Betty Lou late last August as the insurance company paid for the loss. New boats were once again the hot topic with F. A. Isaacs heading the boat Committee. He once again had a good summary on the design required to replace the Betty Lou as it had been discussed to replace the Betty Lou over the last 5 years but the price of a wooden boat was prohibitive. It was voted on, that if a new boat was to be purchased by the boat committee, a \$50.00 to \$100.00 assessment would be charge to all members and nominated members with the time of the assessment being decided by the Board of Directors. Al Balfour was



placed in charge of going into Camp to remove the Kholer generator for an overhaul at the Kholer Plant in Don Mills and to have it back in Camp for the Spring Camp. Maximum number of members was increased to 52 to allow for nominations being brought forward. The yearly dues were left at \$25.00 but the per day rates were increased to \$18.00 per day for members, \$23.00 per day for guests and \$8.00 per day for off season camps for the 1975 season. The 1975 Camp season was set to open June 28th and close September 20th 1975 and Camp Managers were directed to

set up a day off per week for the cook while they were in Camp so she could get personal things done.

The Board of Directors met immediately after the Annual General Meeting and set up the positions on the Board. Fred Arnold Isaacs, not present at the meeting, was put in charge of boat committee and the Board was unanimous that the Betty Lou be serviced and put back in the water. They gave Al Balfour the job of getting estimates for a steel boat to eventually replace the Betty Lou, authorized him to take the power plant out for repair and purchase a new smaller gas tank to replace the leaking tank on the plant. Les Sever was given the task of purchasing new cutlery, mugs etc for the kitchen and use down river. Fred A. Isaacs of College Sports was to sell Camp 3 sets of oars and take them into his Camp in June next year. The Board decided to hold off on the assessment until a firm price was known for the new boat.

The Cook's cabin and the Mag cabin were joined together on new foundations to make a larger living quarter for the Cook's this year. One cabin had green roofing material installed on the sides and the other was in the process of being installed. The kitchen separation was quite bad this year as one side had been pinned and stayed stable but the other side had not been pinned yet. However, when the ground thawed, the building went back into place. Deeper foundations were

discussed but not decided on.

The Bottrell's were hired for the 1975 season again and their salary was increased \$200.00 to \$1,500.00 per season. However, Mrs. Bottrell's health became poor, varicose veins, and was advised by her Doctor not to work. A Camp rule was motioned and accepted at the Annual General Meeting that no member or guest in an off season Camp could use the Cook's Cabin.

An aluminum glass and screen door was donated by Les Sever and installed on the doorway to the wood porch.

Resignations (4) John Uetz October 1974, Dr. Ray W. Monto, Edgar Hudson died November 1974, J. W. O'Grady Sr died February 1975.

New Members nominated and accepted in 1973 (5) Douglas A. Powers, J. W. O'Grady, Mike Barber, Gordon Dean, Captain J. D. Lamothe.

New Members nominated in 1974 (6) Mario Ramos, Richard Homer, Michael Mitchell, David Selby, Joseph Hartner, Rick Beaumont.





Original Cook's Cabin



Original Mag Cabin.



Block & tackle all set to go!



Leo Bratt the Construction Manager. Must be a manager, look what job he picked!!!!



Leo Bratt and John Kennedy.



As we know it today. The Cook's Cabin.



Kenny Hayward's down river 4 X 4
at Deep Bay in August 1974.

Picture supplied by Ned Riley.



Les Sever enjoying the moment wondering how Kenny keeps his vehicles running.

