



Record of the August Committee Meeting

Held by Conference Call on 5 August 2020 (Final)

1 Present

David Nixon, Commodore (DN)
Torsten Richter, Vice Commodore (TR)
Linda Richter, Rear Commodore, Social (LR)
Richard Davis, Rear Commodore, Motor Boats and Fishing (RD)
David Casson, Hon. Treasurer (DC)
Chris Kershaw, Secretary (CK)
Mike Harvey, Health & Safety Officer (MH)
David Tebay, (DT)
Paul Walker, (PW)

2 Apologies for Absence

Tony Cole; Peter Jackson; Mike Tennuci; Perry Mason

3 Approval of the Minutes of the previous meeting held on 1 July 2020

Approved

4 Members

a New Membership applications

Stephen Ross Palmer and **Alexander McLennan** had been mentioned at the last meeting as awaiting interviews. These had been conducted since (in both cases by David Nixon). More recently, David N had interviewed **Alex Knights** and Torsten had interviewed **Peter Badham**. In all the above cases, their application forms had been passed to Karen Walker. All the above applications were formally approved and the persons concerned are now probationary members.

b Resignations

An email dated 29 July had been received from a Doug Wheeler (relationship unknown) advising us of the death of **Ray Wheeler** last year. Karen now notified.

c Members – Requests/Observations/Suggestions - none

5 Reports

a Treasurer (DC)

David C referred to the standard report that he had issued recently to all committee members and noted the deduction of double instalments in respect of the main insurance policy, which occurs for the second time, with two such transactions to follow. (Committee members will recall from the previous meeting that the insurers had failed to take the first instalments and hence are engaged in a “catch-up” exercise).

There were no questions concerning the report, or financial matters in general.

David went on to note that one member, who had paid his membership (it was confirmed), but had not paid his mooring and storage charges as a result of losing his job during the early stages of the lockdown, had offered to pay the storage and moorings charges in stages. A brief discussion occurred during which Linda asked whether we could be reasonably confident that the charge would be paid in full by the end of the relevant financial period (in this case – February 2021), which was confirmed as being within the scope of the proposed payment plan. *The committee was happy to allow David to confirm to the member, in a written proposal to be formally accepted by the member, that we would accept payment in seven fixed, equal instalments, payable monthly.*

It was noted that we were not offering such terms to all and sundry as a variation of the normal payment terms and that we would review any other such request on its own merits.

b Stores (DC)

David C reported that several boats had changed hands without due notice being given. We needed to check and revise terms and conditions, if necessary, but we needed to discourage this practice as much as possible. He had discussed the problem with Mike T and they had agreed that there probably was genuine confusion among members directly resulting from, specifically, the separation of the storage and moorings forms. Torsten suggested that we should have a look at this subject and CK suggested that he and DC should get together to discuss the subject.

Dave C said that Mike T had effectively handed over responsibility now; although he (David) said he would continue to keep Mike informed and would be asking his opinion from time to time. DC went on to say that they had now launched all the boats in the yard from winter storage, with the exception of *Hobo*, which was going in tomorrow. He noted that the sale of *Alfie* had been completed and thanked Richard D for his part in this – we were at risk of being exposed to a loss on disposal had the sale not been achieved. In fact, we made £150.00 from the sale, which was better than nothing!

Dave C went on to say that he would like a work party to tidy the yard and to dispose of rubbish that had been building up, in particular, people were bringing rubbish ashore and leaving it, including fragments of timber, which was being left on the wall

with the blocks – the general effect being to create clutter.

Reverting to the subject of the exchange of boats and dinghies, he noted that a rubber dinghy in the South Store had been sold to another member; he had now dealt with that. However, two boats on our pontoon had been sold to new members and one had been sold to a non-member, but the latter boat had now been removed.

Some of the small boats in the yard (mainly the sailing dinghies) had trolleys with deflated tyres and there was one tender with no wheels, or trolley. He had asked the owners of the former to see to the tyres, or to change those to solid tyres and in the case of the latter he had asked the owner/s to find a trolley. There was also one tender in the yard with no integral wheels and no trolley, meaning that it had to be dragged about, or lifted. This was not ideal – either for the owner, or the club, in the event that we had to move it.

He said that we had cut down a number of the large blocks of timber that we store on the south perimeter wall. They will be more serviceable in this form.

Regarding the winch cable (a subject previously brought up in committee) he said that he had got Spencers to inspect the line, which had suffered some damage when it had become jammed, causing a few strands to fray. Members authorised to use the winch had been notified. Spencers had confirmed aurally that the cable's adequacy for our purposes was not compromised by the slight damage; it was substantially over the strength needed for our winch, which was one tonne, while the cable was for 3 tonnes and those specifications were for vertical strain. It was also necessary to replace the sacrificial strop, which had corroded. The overall bill was £462.69, including VAT. Approval for that expenditure was formally approved.

Mike Harvey was anxious that we should receive a warranty in respect of the current cable from Spencers, which David thought they would be unwilling to provide and in any event, we could not take the winch out of commission in the meantime – for example, we are scheduled to launch *Hobo* tomorrow. (As an aside, with regard to the new cable to be supplied, certification is included within the above stated total.) Mike H wanted his request for a specific, written warranty minuted.

It was agreed that there is some risk to people's hands at the point of fraying, although it has been marked with paint. David T asked whether self amalgamating tape could be used to cover the danger area. Dave C remarked that we used to have a pair of heavy duty work gloves, but that they had "disappeared".

He went on to say that he had taken over the notice board in the middle store – originally set up for the explanatory meetings on the CHC proposals – for Stores purposes. He had set out mooring and storage rates and charges and he had updated some signage, including a berthing sign for the hammerhead on which the scheduled usage for the period ahead could be posted.

He had asked Joe Moore, as Webmaster, to add a calendar on the website to give members notification of the availability of the hammerhead, scrubbing berth and grid-iron.

When possible, he said that he would like to form a Stores sub-committee – perhaps when the clubhouse was open again.

He wanted to spend some time on the design of a new club cradle, for which he had some ideas; the current one has shortcomings, especially the cross-beams and it has to take a lot of usage, for which it is not ideally suited.

The tractor needs some weights for the front to give increased traction, particularly in the wet. He thought that proprietary weights may be available.

The slipway continues to silt up at a rate and he felt that since the Wednesday Club had been temporarily disbanded, fewer cleans were being done and someone, in digging out at the sides of the slipway, had put the sludge adjacent to the pad - very much the wrong place!

The pump needs servicing, having been left with salt water in it. Also, it needs sandblasting and galvanizing, which he felt he could do.

Returning again to the subject of berths/moorings, he said that he wanted to do something about the “bed-blockers”, as he described some of the boats which were manifestly not being used. He proposed to move some of these to less favourable berths and moorings for the benefit of regular users. He suggested that we could make up cheap and serviceable mud weights by the use of old van tyres with concrete in them which would hold the boats he wanted off the pontoon. The other alternative, or perhaps additionally, would be to refuse renewal to the owners of those boats. It was remarked that CCYC deployed quite draconian remedies in the event of non-usage of boats on their moorings.

Another issue raised was that people are bringing chargeable items into storage areas, including the dinghy park, without declaring the fact. Dave C said he intended to change the combination on the dinghy park gate to reduce unauthorised usage on that site.

He next went on to describe some details of intended moves – first, Darren Webster (*Bandit*), which is on the waiting list, had asked to move to a pontoon berth and NF3 is available. Linda asked as to his priority on the waiting list. There are others higher up the list, but Dave C was able to point out that all are on better berths already.

He said that he was looking to put *Goldcrest* on to mooring M5, which had been *Kookaburra's*.

Likely to be more contentious, Matt Sadler on M3 has sold his boat. M3 is relatively, an outer berth and he needs to consider to whom that could be allocated. He will need to speak with possible takers.

There was one more issue with *Kookaburra* which is now on SF6 – Bob Spendley, who is currently on SF7, finds the latter berth tight. David said that he intends to slightly re-align SF7 and 8 – moving the latter out 300mm; He proposed to move *Heather*, which is quite a narrow boat and which is also used but little.

Richard commented that although it was difficult to describe the above plans to us now, it was easier to appreciate what David was trying to achieve by standing on the pontoon! David N commented that Dave C should consult all concerned and if he could get agreement, he should carry out the changes.

Davie C went on to say that, as far as possible and within reason, the principle was to support the regular users of their boats by giving them priority.

He needs to allocate two moorings for new members and the new owner of Mark Cook's boat, currently on M8 needs to be considered.

Finally, Graham Stone is the latest and only person in the course of July to be added to the waiting list and at the moment, he does not have a boat. He has declared that he may need a berth for up to seven meters, which might well restrict the options available.

c Sailing (report submitted by PJ)

Peter Jackson had submitted a report to the members of the committee (which David N summarised) in which he noted, firstly that Danny H remains ashore and that its use, in any event, would be constrained by the rules currently applicable due to the Covid epidemic.

Secondly, his report noted that the RIB was still undergoing maintenance, giving rise to the question as to who is doing the work? David Tebay said that he knew something of what had been going on, but thought that Perry would know the status quo and said that he would contact Perry to enquire. In any event, it was no longer required for the specific event for which it was being prepared, namely a support boat to the classic dinghy regatta, which had of course been cancelled.

Thirdly, Peter had noted that they awaited the improved race-box electronics, mentioning that these were down to Dave C. CK said that he recalled that the latter had agreed to procure the equipment but had said that he would not install it. However, for the moment, the race team will be able to function with the existing equipment. DC confirmed that he had ordered the solar panel, the control unit, battery and lights. The job can wait until next season.

Racing organised by the club would commence on Thursday, 6th August for a five race series. Peter had specified who would be running the races, but noted in his report that more race officers were needed.

David N asked CK if he knew how things were going on the racing front, the latter replying that we knew that the Cowes Corinthian series, which our series will supersede, had been fairly well attended and we expected most of those who had taken part in that (including at least one of our own members who had joined CCYC's series) would continue to race – regardless of whose series they were racing in! The difficulty would be more administrative, in so far as we would need them to formally enter our series. However, this is a relatively minor point, which would work itself out, with co-operation from CCYC's Laurie Tennant.

Finally, in his report, Peter had noted that all other sailing events are cancelled. The informal arrangement to hold the prize giving event at the Waverley Park Holiday Centre on 24th October remains a provisional event.

David Nixon confirmed that cruises will not take place this year, noting that cruising tends to include a degree of socializing! He noted that the Cruising Log Trophy was still open for suggestions, with his own suggestion of Simon King for his trip to Portland in *Kookaburra*. The latter had also made an attempt at sailing round the Island, but had been defeated by the elements. In connection with the prize giving, if it takes place, we will still have to deal with the management of the trophies, since the Urrys are no longer doing it. Linda may take this on, but admits to not knowing at this stage what may be involved.

d Fishing (RD)

Richard reported that on the last fishing competition Brian Gourley had caught a Couch's Bream – a rare fish and genuinely noteworthy. Identification had been confirmed by the owner of the Sandown tackle shop where the fish had been weighed, who is something of an authority on fish identification, so the record is confirmed. (A photograph of both captured and captor is on the website.)

CK asked whether there was an official club record kept of such events; if anyone has such a record it would be Lee Silk it was suggested.

The event itself was successful and he (Richard) looked forward to the next competition on 16th August and asked David C if the hammerhead could be reserved for the evening of 15th, which the latter confirmed had been done already.

e Health and Safety (MH)

Mike confirmed that he had conducted the local fire officer on an inspection tour of the extinguishers around the club, including those/that within the clubhouse and the currently mothballed kitchen area.

6 Matters Arising

a Pontoon Development and CHC/CTWT proposed merger

There has been no further purposeful contact with the CHC and David N thought that the MMO had thrown their concerns into the pot over the so called “North Passage”. He also mentioned that John Barnes had expressed the thought that there may not be the money in the pot to enable them to proceed with any of the options so far discussed.

David N said that he had sent a reply on behalf of the club in response to the invitation for comments on the proposed merger of CHC with the CTWT in which he had been critical of the content of the press release – specifically, it did not point directly to the URL of the Stakeholder Consultation document; he was therefore not surprised that he had not received a response from them.. He said that we are now

unlikely to hear any more from them until September and CK confirmed that the original consultation period had now closed. For the time being the subject is no longer in the public domain.

In any event, the consultation period in respect of the latter has taken precedence over the intended discussions between club and CHC and the latter have issued a new schedule which effectively means that we will not receive any further communication from them until 14 September.

David N also mentioned observations made by David Tebay in an unofficial report entitled “the North Passage”, which is supplemented by photographs added by himself. David T’s report has not been circulated for the moment, since the subject of the development is effectively on hold.

b Waiting List

As mentioned above, only one additional name has been added since the publication of the last list – that of Graham Stone. CK to put the list on the Stores notice board in Centre Stores.

c Clubhouse opening – risk assessment

David N drew attention to an email on the subject from Brian Cooper and his response. He said that the key thing was whether there was any change in government guidelines and/or legislation. Linda said that she did not think that there had been any such changes since we last discussed the subject and she went on to say that she could not see any realistic way in which we could hope to achieve a safe regime. Other clubs have professional staff, or caterers who can be utilised to ensure adherence to social distancing and to maintain the necessary cleaning regime.

She continues to think that we cannot safely re-open the clubhouse at the moment. It was noted that the veranda is deemed o.k. for people to sit in small groups. Mike H noted that he had been into the clubhouse with the fire officer during the latter’s inspection of our extinguishers.

d Committee – Proposed elections

The complete absence of any response to the invitation to submit the names of candidates for the positions of Rear Commodore, Sailing and Hon. Treasurer was noted rather wearily.

Dave C commented that routine financial maintenance was not too major a problem; the work would obviously increase when membership renewals become due and the same for any other annual points, such as the charging of mooring and storage fees, but he felt that we had a good system and there was sufficient experience to be able to deal with those peaks.

However, he reiterated his request that we appoint another bank signatory; at the moment, the signatories were himself and Mike T – the latter as a back-up. However, he suggested that we have somebody else and who was under 60.

For the extra person there was nothing onerous about the role; he would continue to deal with day today business. The main point was to have someone on hand “in case”. Suggestions were made; DC made the observation that it would be better if it were someone not directly involved in financial administration and although not finally settled, to give Torsten the role would seem to make sense among the existing members of the committee.

e Forms in use

CK said that he had noted comments made by Dave Casson in emails during the month and although he had not intended to go into the subject tonight it was a subject that needs to be looked into and indeed, the subject has arisen earlier this evening. It was agreed that Dave C and Torsten should get together to look into revising and consolidating our forms to reduce the number.

f Pontoon Gangway and White Shipyard

Dave C said he had been in touch with them, but had been told that they are only just emerging, rather chaotically, from lockdown. He felt it was pointless to try to hurry them at the moment.

g Clubhouse – painting (underside metalwork)

David N raised the subject, but said that he could not recall whether we had agreed whether this was a job for a professional, or whether it could be undertaken by the Wednesday Club. CK and David T agreed that from memory, we had hitherto agreed that it would best be undertaken professionally.

David N then recalled that he had sought quotes and in the case of one of the respondents he had taken a dislike to them. He said that he would seek two new quotations.

Mike Harvey noted that Phil and Bob had undertaken to paint the ladies’, but it would be the same colour as the men’s; we had the paint!

h Kitchen

David N asked the question – what shall we do about the currently mothballed kitchen? CK said that he had written to the Council, as he had said he would, with a holding letter, explaining the above and had received an acknowledgement which noted the situation, but added that should we wish to proceed we should contact them again with our plans/proposals.

Dave C asked what the problems were with the council, CK replying that there were no specific objections, as such, but that they had no knowledge of any of the changes which we had obviously set about on our own initiative – albeit, we would not have done so without some knowledge of the regulatory issues.

In the following discussion it was suggested that the two main matters would be

associated with change of usage and fire regulations; Paul W said that we would need two layers of plasterboard as a fire delayer in the event of fire starting below in the store. David N recalled that there had been some comment on the handles to the doors; they would require the fitting of push bars – the same for the door at the bottom of the stairs.

Other issues were speculated on. CK asked – do we need to press on at this stage? We are unlikely to be able to, or indeed, want to use it during the continuance of the Covid-19 outbreak. DC thought that it would be better to press on, even if the likely need for the kitchen would be some time in the future.

Torsten said that we had had a report instigated by the member who reported the Club to the Council. David N said that he had a copy of that report and it was agreed that we would need to look at that report before going much further. He confirmed that he **had not** given that member authority to represent the club in any dealings with responsible officials. He said that somebody (whether from the Fire Regulations Department or one of the above departments within the Council) had inspected the kitchen and had pronounced it unsafe. There was some uncertainty as to whether a full report had been written to which we had not been given access.

Dave C suggested that we contact the Council to see what information they had been given, including any formal report on the Club. He thought that we would need to go through the protocols of the Planning Department (change of use) and then on to Building Control and we would have to ensure adherence to fire regulations on our own account.

It was noted that we may need to take professional advice in developing detailed proposals for submission.

David N observed that the last thing we wanted was to give room for a disgruntled member to make further mischief and we needed to be sure that we had covered every protocol to ensure that the kitchen was compliant. The first step would be to secure access to the original report.

7 Time and Date of Next Meeting – 2nd September 2020

Meeting Closed at 20:37