



Record of the October 2020 Committee Meeting

Held by *FreeConferenceCall* on 7 October 2020

1 Present

Tony Cole, President (TC) Participated in respect of item 6.c on the Agenda
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, Hon Secretary (CK)
Mike Harvey, Health & Safety Officer (MH)
Peter Mason, (PM)
David Tebay, DT)
Paul Walker (PW)

2 Apologies for Absence

Mike Tennuci

3 Approval of the Minutes of the previous meeting held on 2 September 2020

Approved

4 Members

a New Membership applications

An application has been received from Paul Lambert, CK reported. It lacks a sponsor, of which omission CK said he had apprised the applicant by email. TR said that he would be prepared to sponsor him and RD said that he would be prepared to conduct the Flag Officer interview. DN noted that the form was also anachronistic, in so far as family membership was not applicable; Owen is now eighteen and therefore, despite the common address, father and son would have to have separate, adult memberships.

DN also asked RD to emphasise the new bye-law proposed below (formally accepted, as reported) in respect of the disposal of craft. Action – CK to advise the applicant that his application will be sponsored by TR.

b Resignations - None

c Members – Requests/Observations/Suggestions - None

5 Reports

a Treasurer (DC)

DC referred the committee to the standard monthly report issued.

He observed that it was a time of year when outgoings normally outstripped income by a substantial proportion, but this year income had been boosted by the receipt of the Covid Grant from the Council. He felt that the latter should be reserved for capital expenditure, which was agreed, DN noting that some of the projects that we had in hand (the painting of the underside of the clubhouse and the pontoon access) would take up the bulk of the value of the grant anyway.

We have now paid the last of the double payments to the insurers. The radio licence has been renewed as has the *HALSail* race administration licence.

Commenting on expenditure, he noted the sum of £471.68 spent on “Cradles and Equipment”, which is for the replacement winch cable and strop, with associated proof of loading certification.

He noted, when listing sundries, the sum that we pay to *TalkTalk* for the broadband, which is £30.00 a month, noting that this has increased by 50% since the end of the original contract period. He asked for thoughts on whether we should continue with them, or look around, saying that he thought that we could improve on that.

DN asked for TR’s thoughts. TR said that we have to decide on what we want – do we just want the cheapest system we can find, or should we look for speed? DC thought that dependability should also be a consideration; members do use the facility within the Club precincts and the security system, on which we have yet to decide, would certainly require reliability. DT has also looked into this recently and a discussion as to how we would want the availability of broadband to link in to the hardware that we had took place. In the end, TR agreed to look further into the subject with a view to reporting back. See also DT’s comments at 8.c

Finally, DC noted that the new booking system seemed to be working well.

b Stores (DC)

DC referred to his recent report that had been distributed prior to the meeting. He mentioned that he had tried a draft of new hammerhead bye-laws; the first attempt had been met with consternation, causing him to come up with some modification.

He went on to report that he had managed to speak with Mr Morrin (no longer a member) about his tender and the accrued storages charges. He agreed to pay £120.00 and had agreed to collect the craft.

The other “problem” boat in the south store is the Topaz dinghy, whose owner has resolutely maintained his silence. DN confirmed that, having both written to the ex-member’s last known address and placed formal notice on the boat for the requisite

period, we were now free to sell it. DC said he would sort out what we had in respect of the boat; we have no sail, but he thinks the rest of the normal “bits” (mast, boom etc) were in the boat. It was agreed that the best we could hope for in selling the boat was a contribution towards the accrued charges, no storage having been paid since the start of 2018.

DC next moved on to discuss another boat and tender, which he saw as presenting something of a problem. However, charges are being paid and in the end it was agreed that if the craft were in the way (it being unlikely that they will be used in the near future) we should try to find better places to store them.

We also have a problem with a late member’s boats – the Mizzens. We have spoken to the nephew, who, to the best of our knowledge, was acting as executor, who had agreed to collect the two boats concerned, but, it was agreed, we cannot rely on him to expedite the process. DN suggested that we offer to help him by putting the boats for sail on *Wightbay*, or similar. DC pointed out that we have so far waived storage charges to give the nephew; we cannot extend this offer indefinitely. DC said he would try to contact the nephew.

DC went on to say that he had bought some materials to enable him to modify the cradle. The cross members are a problem in that they have to be moved and clamped very precisely for each usage. The problem was particularly bad when the craft was a bilge keeler. DN commented that, presuming the expense incurred to be fairly modest, DC should proceed on the assumption that the work that he was doing would improve the manoeuvring of craft when being brought ashore.

The subject of *Nikki T* and *Mayfly* – discussed at the last meeting, was raised. DC said that he had not contacted either owner to date. CK commented that we could just move them, but DC said we are quite short of mud berths at the moment, which had been one of the ideas.

DC asked about the *Westerly* belonging to a new member, which was about the same dimensions as DT’s boat that was, until recently, moored on P4. DN asked if there would be any objections to such an allocation; were there, for example, any people currently on our own pontoon who might want to move out there? He conjectured that people on the pontoon would probably prefer to retain the walk ashore facility. When asked, RD said he could not say for sure. DC commented that, in principle, he would prefer to try to place craft with a view to the suitability of the boat to the mooring, rather than strictly in accordance with the waiting list. Commenting on the thought that we could give one of the motor boats out on P4, DC thought that, except in the case of the larger motor boats, this would be something of a waste of the space, which could accommodate boats up to c 22 ft. It was agreed that DC could place the *Westerly* on P4.

It was agreed that Brian Cooper’s tender could be placed as he had recently requested; he had agreed to pay the minimum charge.

Finally, on the subject of moorings and for the record, it was agreed that the committee would support DC with regard to the implementation of the above proposals.

The subject of revised bye-laws and related forms was discussed.

DN read his suggested “Fair Use” supplement to the current bye-laws and explained it was to discourage the “flipping” of boats, observing that it is simply reinforcing the principle already established in the Constitution of the club. The proposed bye-law would give the committee a more specific rule to discourage the use of the club for business purposes, which we think may be a growing practice within the club.

Being a change/addition to the bye-laws, a formal vote was taken; CK proposed and DN seconded and there being no objections, the bye-law was duly approved.

As he had earlier said, DC had prepared two new forms and a revision of the hammerhead usage bye-laws. The new draft proposed had been send to committee members prior to the meeting. In summary, these are to clarify in what circumstances the hammerhead can be used (including time limits) and charges (where applicable, including those for overstays).

DT asked for clarification of the rafting restrictions. In replying, DN explained that CHC discouraged rafting and the current rules were taken from the old bye-laws, which seemed to have served; it was felt that the specificity was needed to ensure that we did not incur criticism from the aforementioned in the event of any attempt to exceed these restrictions.

As above, the new draft was put to the vote, having been formally proposed by DC and seconded by DN.

With regard to the above, DC asked if the rule could be publicly promulgated as soon as possible, which DN agreed to effect. It will also be referred to in the proposed newsletter. TR suggested notification via WebCollect.

The two new forms - the Winter Storage and the Moorings/Storage Forms, were briefly discussed and DC was complimented on the end result.

DT pointed out that although members were required to give certain details as to their insurers at the point of submission of the form, there was nothing to require them to notify the club as to when the originally stated insurance expires. DC said that, emphatically, we do not want to be in the position of scrutinizing insurance details; the rules are clear that insurance is required and substantially thereafter, the guiding principle is one of good faith. We could, at some future point, if it was felt desirable, introduce a clause to the effect that the club could demand proof of insurance at any time, but it was felt that the current overall message is clear. In response to a question from RD, DC said the current wording on the subject had been taken from CHC’s Ts & Cs, going on to add that we, as a club, are only interested in the ensuring that Third Party insurance is in effect.

RD asked whether we should consider more fire extinguishers within the proximity of the pontoon, in case of fire on any of the boats. During the following brief discuss, TR asked the pertinent question – “Do we want to get into fire-fighting?” and LR observed, taking as an example some work provided fire fighting training at her own

workplace, the principle was that if the fire could not be rapidly contained, then evacuation and the deployment of the professionals was the abiding principle.

DC asked if we were content to authorize the new forms, which was confirmed. In response to a question from DN, DC said that he had planned to send out the new Winter Storage form to “regulars”. DT commented that it was often difficult to plan a precise date for re-launching (in the Spring) and if an early re-launch was requested would there be a refund? DC said “no”, which DN supported – there is also the logistical problem of arranging boats in the yard; therefore effectively, the period chargeable was the “out” date to 31st March in the following year, adjusted to the whole month. DC suggested that if an earlier date was very much in the owner’s mind, we could charge to that point and if there was then a delay, the club would charge the extra period.

Acceptance of the two new forms was proposed by CK and seconded by DN; there were no objections, so the new forms are now current.

c Sailing

Prior to the meeting Peter Jackson had submitted a report, which may be summarised as follows: -

- a. The most recent sub-committee meeting was held by “Zoom” conference on 9th September;
- b. Our “Sunday Brunch” series comes to an end on 11th inst. However, ECSC boats are invited to join CCYC’s Sunday Autumn series thereafter;
- c. The 2021 Programme has been agreed: -
 - a. A warm up race on 29th April 2021 will be followed by three series of five races, the first starting on 6th May. Passage races have been proposed for 15th May and 12th June. All race dated have been submitted to SCRA for approval.
 - b. With regard to Prize Giving, discussions have taken place with CCYC, with all proposals and discussions subject to the caveat that Covid restrictions may alter, or lead to the cancellation of the proposed event.

DN expressed the view that we will probably have to hold a virtual prize-giving event, but emphasised that it was Peter Jackson’s decision, not the General Committee’s. While debating the subject MH pointed out that there were fishing prizes as well. Perhaps unfortunately, some of the latter are allocated for the current (calendar) year’s competitions and as such, the winning of most of the prizes is only achieved after the current year’s prize giving. We can, however, award the junior prize, which goes to Gabby (Paul Hippolite’s daughter).

d **Fishing and Motorboats**

DC asked RD whether the hammerhead was needed for the upcoming weekend competition; it is not. DC said it would be useful if as much advance warning could be given, as a general principle.

The sub-committee, which last met on 5th October, has scheduled a programme for next year, it was confirmed, so it will be possible to look at the Tide Tables for the weekends in question to determine hammerhead requirements through to the end of the 2021 series.

While on the subject of the overall 2021 club calendar DN took the opportunity to say that the Cruising Programme was set and he asked Linda whether she could come up with a tentative Social Programme for the year - always accepting that everything was Covid allowing

e **House**

Clubhouse – DN noted that Brian Cooper puts in a great deal of time on cleaning the facilities block – cleaning it three times a week. Referring to notes in the Agenda concerning discussions he has had with Brian, he said that he was supportive of Brian’s suggestion that the club should purchase a fogging machine and suggested a capital budget of £500.00. In support of the suggestion, it was pointed out that such a device would greatly ease the cleaning process and would be far more efficient than hand cleaning. CK pointed out that if and when we get to the point where we begin, cautiously, to use the Centenary room, it would enable us to quickly clean the room in advance of – say, a committee, or sub-committee meeting and again afterwards. *CK proposed the purchase at the above stated upward limit and DC seconded; there were no dissenting votes.*

Kitchen – Planning etc. – TR confirmed that no action has been taken.

Clubhouse underside painting – DN said that Peter Hazell, who had responded promptly to the request to inspect and quote, had formed a favourable impression. He works within Mountjoy Ltd – a local building and decorating company. DC asked what is he precisely offering to do for the quoted price? DN suggested that he call him to ask any particular questions. DC agreed to do so and with the proviso that DC receives a satisfactory outcome from his call, it was agreed that we should proceed on the basis of the quote provided, being - £350.00 materials and £1,900.00 labour. (Peter would use a team of three, with the emphasis of getting the job done before the seasons advance much further. *Proposed by DN and seconded by TR – no objections and the above is agreed.*

- f Newsletter – By the time this point of the meeting had been reached the subject had been substantially discussed and agreement as to some of the contributions had been reached. DN simply emphasised that it was a tradition to produce an update on events for the membership in the form of a newsletter at this time of year and that we should make a special effort to do so this year, so contributions please!

6 **Matters Arising**

a AGM - preparation

Having written a personal “point of view” in the Agenda (while noting that conversations he had had with other committee members had revealed very differing

views). The essence of CK's proposal was that the essential items required by the constitution of the club should be delivered and conducted by post. CK invited views from those in attendance.

DC had already suggested that we should still look to hold an AGM in the normal way, but at a larger venue, such as the town hall, or, as TR suggested, at a local theatre. Accounts and Reports could be posted to members in advance. If necessary, because of then current government rules on meetings, the AGM could be postponed, with the current committee remaining in office (although individually free to resign), until the AGM could be held.

No-one was in favour of attempting an electronic AGM, although it was noted that some clubs had already done so.

DN said that we should consider the subject and make a decision at the next meeting.

b Membership Rates and Mooring and Storage Charges

DC reminded the committee that we had to make a decision on membership fees (Fees) and other charges no later than next month's meeting.

He was of the view that we should increase both Fees (but probably not the joining fee) and mooring and storage charges (Charges) by a small amount – not necessarily based on nationally reported indices. He recalled that we had had problems securing the increase in Charges that the committee had asked for at the last AGM, which were required after a significant interval since the last increase and were hence larger than that year's inflation rate. DC's view is that increases in both Fees and Charges are needed, notwithstanding precedent, as explained in the next paragraph, because of the club's manifestly increasing costs, which he felt were greater than the official rate(s) of inflation. Annual increases in both could be quite small, which made them more palatable to the membership.

Fees (annual adjustment) had been the province of the members at the AGM, while Charges were the province of the Committee and the adjusted rates for both (de facto – increases) were applied in alternate years. This has been a tradition, but it is not enshrined in the Constitution.

After discussion DN concluded the matter for the purposes of the meeting by saying that we should consider and settle the matter at the next meeting, in so far as it would be necessary to communicate on the subject with the membership as DC had said.

c Pontoons/CHC

Tony Cole (TC) joined the meeting for this item.

He apologised for not being in a position to produce a comprehensive report for the attention of the meeting, but recent events, in particular, receipt of a very recent email from Ed Walker (Deputy Harbour Master), the content of which comprised three alternative offers, had rendered it impossible to prepare the requisite report in time for the meeting.

Subsequent to receipt of the latter communication, he had had to discuss the contents with John Barnes and other members of the Quorum. Nevertheless, he felt that the sub-committee, which he had headed, had fulfilled its remit, which had been to satisfy safety concerns arising from the original proposals on offer. The Quorum were now satisfied on this front; the question was – where do we go from here?

DN thanked TC for his sterling contribution and asked if, given the experience that he could now bring to the subject, he would like to head the next sub-committee, which would be substantially drawn from the members of the General Committee, whose object would be to negotiate with CHC. TC said that, while he would be willing to join that committee as an advisor, he would prefer not to lead it. It was noted that there should be at least one Flag Officer on the proposed sub-committee.

After some discussion DN agreed to head the sub-committee and the other names that were provisionally put forward were Tony Cole (as suggested above), David Casson and David Tebay.

DC had raised a number of concerns and questions prior to the meeting in the form of an email, some of which he itemised in the discussion that followed. In particular, we have to ask ourselves - what will the club get out of the proposals. Those provided to TC recently would involve the club in very significant expenditure.

Other issues raised were related to GKN's rights to the waterfront on either side of the club, Crown Commission liabilities and the loss of berths on our own existing pontoons and piles.

There was also disagreement as to whether the original proposals of the Harbourmaster, prior to the lockdown, were still on the table.

It was agreed that the whole subject should be considered in detail by the members of the proposed sub-committee.

DN proposed a vote of thanks to TC for his contribution throughout, which was unanimously endorsed. Thereafter, TC left the meeting.

d Club Forms

Dealt with as above

e Storage Charges

DC and Karen Walker were to have discussed apparent anomalies within the charging system. They have not done so as at date, but agree that they should and will.

f **Reciprocal arrangements with other local clubs (Winter months).**

CK mentioned that he had received an email from Bembridge S.C. on the subject – the only one received so far this year; we normally hear from the Royal Victoria.

Possibly other clubs may not be so forthcoming this year, in view of the pandemic. CK said he would forward the Bembridge S.C. email to DN.

7 Any Other Business - none

8 Ongoing Matters - review

Eleven items had been listed in the Agenda. The majority of the items listed remain outstanding.

Notwithstanding the above, which preceded the conclusion of the meeting on the night, it is acknowledged that DT was endeavouring to make the following observations, but, due to various complications, was unable to do so before the meeting was terminated. Therefore, please consider the following as input to the meeting from DT: -

- a) RIB lighting – ongoing and waiting advice from Peter Jackson;
- b) The new Wi-Fi camera has been installed in the yard; it has been tested and is now fully operative and feedback has been positive;
- c) With regard to “Update of the Security System” (item viii on the Agenda) DT has looked at the existing system and is of the view that a new DVR is the best option, using existing cameras and linking in extra wi-fi cameras. The cameras could be viewed and managed from mobile phone, or computer remotely and they would record on a long loop. The main ethernet connection could be improved or replaced with a combination of powerline adapter and wi-fi repeaters which would also improve coverage for members. It may not be possible to get a faster internet speed as the max in the Clarence road area seems to be about 37Mbps whereas I get about 75Mbps in Newport.

9 Time and Date of Next Meeting – 1900 hrs on Wednesday, 4 November 2020

Meeting Closed at 2100 hrs