



**Record of the 10<sup>th</sup> the November 2020 Special Committee Meeting to compose a Club Lockdown Update  
Held by Zoom on 10<sup>th</sup> November 2020**

<b>1</b>	<b>Present</b>
	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)
	Paul Walker (PW)
<b>2</b>	<b>Apologies for Absence</b>
	Mike Tennuci, Rear Commodore Stores, David Tebay, Peter Mason, Peter Jackson
<b>3</b>	<b>Club Lockdown Update</b>
	<ul style="list-style-type: none"> <li>a. At DN's invitation, LR opened the discussion noting that she had researched Government, RYA, CHC and Anglers Trust positions together with as many Solent based clubs as had published details.</li> <li>b. MH and PW provided positions from the Royal Victoria and Hardway respectively and DC updated with CCYC position. CK and MH who had spoken to the Masons had established the East Cowes Marina position. CHC had already published the ground rules for Shepherds and Kingston. Cowes Yacht Haven would be similar.</li> <li>c. The first item of note was that this lockdown is not as strict as the first. During the first lockdown the message from the CHM was 'Keep off the water'. There were also a number of constants in the guidance for example no overnight stays; you can go to work (that is contractors could still ply their) trade and so on.</li> <li>d. LR pointed out what was at issue were the grey areas that could be open to interpretation and the club's response to these grey areas was the point of the meeting.</li> <li>e. DC pointed out that our circumstances were unique in the locality. For example our fishing members and the number of club moorings both attached and detached. He also pointed out that we had a significant number of open motor boats that would require regular pumping-out. It was agreed early in the discussion that the club would remain open for members to inspect their boats to pump-out and check their lines.</li> <li>f. After discussion it was agreed that members could launch their dinghies from the slipway to access boats on club mud and pile moorings together with club boats moored on CHC D and E pontoons. MH pointed out that slipway use was allowed at the Royal Victoria.</li> <li>g. In line with CHC guidance, members would not be allowed to work on their boats for any other reason.</li> <li>h. Contractors would be free to use the yard. We had, for example, contractors</li> </ul>

engaged in painting the clubhouse supporting metal frame and ramp. PW noted that he had a contractor working on his boat.

- i. DC raised a related point. A member had requested that he bring his boat to the hammerhead to allow a contractor to work on it. He would then return it his mooring on a CHC pontoon each day. DN said that was pushing the envelope too far. There was no way any member journey associated with starting a job on his boat could be considered essential travel and permission should be denied.
- j. DC also noted that *Bandit* wanted to be launched and *Mana* hauled out. Again this could not be considered essential and should not take place. Shortly after the meeting DC wrote to Bandit's owner with the decision and a note to the effect that they would not be charged for storage until they were able to launch.
- k. DN noted he had been guilty of not taking the 'rule of two' seriously and for his part CK said the same. It was thought that we should make the 'rule of two' explicit in our update.
- l. PW suggested that we make the use of face masks compulsory.
- m. DN would record the conclusions; circulate a draft update and post to WebCollect tomorrow

**Meeting Closed at 1940 hrs**