



Record of the February Committee Meeting

Held by Zoom Conference on 3 February 2021

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)
Paul Walker, Rear Commodore, Stores and Moorings (PW)
David Casson, Hon. Treasurer (DC)
Chris Kershaw, Secretary (CK)
Mike Harvey, Health & Safety Officer (MH)
David Tebay, (DT)

2 Apologies for Absence

None

3 Approval of the Minutes of the previous routine meeting held on 6th January

Approved by those present without correction, or further observation.

4 Members

a New Membership applications

CK, with regard to the application of David Johnson (see last meeting), said that he was prepared to sponsor Mr Johnson, having met him and DN had agreed to do the Flag Officer interview.

b Resignations and non-payers (to date)

Good progress made on late payers.

c Members – Requests/Observations/Suggestions

None

5 Reports

a Treasurer

Prior to the meeting DC had circulated the standard monthly report by email and had

made comment on some of the items therein.

In particular, he noted the substantial income in two items – being the transfer of ‘Duty Waiver Paid’ to Year 2021, as agreed and the block transfer of Membership Fees paid in 2020 also applicable to 2021.

He has paid our dues to the Harbour Commission for 2021 (circa £4K) and our subscriptions to SCRA and the Island Sports Council – the latter being only £5.00 of the total subscriptions.

The auditors have told him that they have been affected by the pandemic, but are not far off completing their work for us.

He noted that the RYA has moved its Financial Year from the calendar year to April to March (the Tax Year).

He has not had the invoice for the linkspan yet. We will be paying a little more than the original quote, because we changed the specification for the base from aluminium to fibreglass, but the change is worth the extra money. He has also agreed to pay for the transportation of the gangway.

He confirmed that he had the wear pads for the pile, which he will fit shortly.

TR added that he has recently submitted a preliminary planning application to the Council in respect of the Kitchen. This, effectively, seeks guidance from the Council on the steps to be taken; he had opted for the gold service and this has cost us £260.00.

b Stores

A fairly detailed discussion took place between DC and PW – relating to some of the particulars outstanding. However, to note the main points:

They will meet very shortly to compare notes and to decide what areas of the overall Stores remit they should each deal with.

It is agreed that they need to check the allocation of moorings and also to see where boats are currently situated and whether current records are in accord.

PW commented that, when at the club, he usually received *ad hoc* grumbles and grievances on a regular basis; it would not be too cynical to suggest that some members are not above trying to utilise the yet to be finalised reallocation of responsibilities between DC and PW to their advantage!

There was evidence (if not due record) of boats changing hands and another part of the general tidy up of the administration (as referred to above) is called for.

Also, importantly, it is noted that there seem to be too many members with access to stores and club equipment, some of whom think, or state, that they are on the sub-committee. This subject was tabled to be explored under AOB, as per the Agenda.

As DC pointed out, there is also a need to consider our strategy as regards the siting of boats; we should not just take it as a given that the general aim is get further out on the moorings. The inner berths have to be utilised and arguably the boats best suited to those conditions (both in terms of the type and frequency of usage) should be kept there.

DC mentioned that he had noted that one of the lights on the pontoon had ceased to function and on investigation, he had found that the lamp holder was badly corroded. He suggested that he would have to spend an as yet unspecified sum to rectify. DN said that since this was essential maintenance he should do what it takes, within reason and report again later.

RD mentioned that the water pump on the hammerhead was not functioning properly.

c Sailing

Peter Jackson's written report was mainly on the subject of the new Racing Rules of Sailing, which incorporate some important changes, which will affect our own documentation, which is still under review.

Race entry fees will be increased from £3.00 per race/£30 for the series to £5.00 and £50.00 respectively.

Also, importantly, minimum Third Party insurance requirement will be raised from £2m to £3m.

The next meeting of the SSC will be on 10th February, when the changes to documentation will be finalised. Our final submissions to SCRA are due in March.

Subject to government Covid regulations for the time being in force, the racing series will commence on 29 April.

Regarding his own submitted report, which was on the subject of the navigation light(s) mast for the RIB, DT noted that he had sought advice on the preferred position on the boat, pointing out that it would certainly be better from a wiring point of view, to mount it on the consol, as opposed to mounting it at the stern. TR recommended that if the former was his (DT's) preferred option, he should fit it there in order to complete the job, which would also please DC, as Treasurer!

The question was asked by MH – “what is the purpose of maintaining the RIB” - to which DN replied that we had been in possession of it for some time and a use for it as a support boat in the context of the vintage dinghy regatta, which had been planned last year, had been identified. As now fitted out, it could still be useful as a support boat.

d Fishing

When the last meeting of the General Committee took place, fishing was not allowed. However, very soon after that meeting the government's decision was overturned and fishing became permissible as a legitimate form of exercise (which is consistent with its status during the first lockdown), subject to certain restrictions (e.g. no competitions), during the current phase of the pandemic.

Therefore, RD was able to report that fishing was once more good and the fishermen

were taking advantage, while generally seeming to appreciate the need to be careful in the context of the rules on gatherings.

MH added that they had scheduled competitions along similar lines to last year – albeit with the same proviso as stipulated for sailing (i.e. subject to Covid restrictions).

The first such competition was provisionally booked for 18th April 2021.

e House

i Covid related matters

The situation remains unchanged, notwithstanding the government’s *volte face* on angling/fishing, as noted above.

In the latter context, certain fishermen had expressed anger at the continued closure of the club. DN had individually corrected the parties concerned by pointing out (by email) that the club was not physically closed to them; members could enter the premises for legitimate purposes (including going fishing as their daily exercise), but used facilities such as the toilet block, which is not being cleaned, at their own risk and pointed out that in doing so, they increased the risk to others.

With regard to the latter, it was not fair to ask the members who normally cleaned the WCs etc. to put themselves at risk, both being in vulnerable categories. The government’s main message remains unaltered by the late inclusion of angling as a legitimate form of the brief period of daily exercise that citizens were permitted. It was not “business as usual” and the central message remains – as far as possible - “stay at home”.

ii SCM System appraisal

TR stated that he was ready to present his thoughts to the committee and it was agreed that he would do so on Friday evening.

6 **Matters arising**

a Preparation for AGM

As stated in his Financial Report, DC said that he hoped that the Year End Accounts would be ready well before the end of February, at which point we really should be in a position to issue the necessary reports etc. to the membership.

CK was reminded that he should produce the Management Committee Attendance Record (for what worth!). CK noted that the Committee had experienced probably an unprecedented attrition rate over the last year! He confirmed that the Minutes of the last AGM were substantially ready and undertook to forward this to the committee members for review and comment (*since done*).

DN has prepared his Commodore’s report and this has already been distributed to the Committee for review. The general consensus is that this is now ready to issue.

In fact, we are close to readiness to issue a statement to the members, once the Accounts have been audited.

b Subscriptions and late payment.

PW reported that the late payers were only four in number now.

However, both TR and CK expressed the view that if members had not paid by now, strictly, their membership was forfeit.

In passing, although not strictly relevant, it was noted that between 2017 and now the club's membership has fallen from 302 to 216 and 50% of the members are pensioners.

c Winter Storage Charges and Spring 2020 Lockdown.

Substantially inaccurate rumours have been circulating on the subject.

To clarify the position – it was decided that if vessels ashore could not be launched on the originally agreed launch date (the “**OALD**” - as specified in the relevant, duly completed Winter Storage form) due to the Lockdown, which commenced in late March 2020, no further Shore/Winter Storage Charges would be incurred in respect of the period between the OALD and the actual launch date, as effected by the Club at the first practicable opportunity after the OALD. This concession has no bearing on the member's obligation to pay the Annual Mooring Fee in respect of their vessel.

d Proposal that the Club should seek club membership of the Angling Trust (AT)

RD introduced the subject by saying the subject had been discussed among a number of the fishing members who felt that membership of the AT would be beneficial; he is personally a member, as are a few others within the fishermen. He gave a brief introduction to AT and to “Fish Legal” (an organisation also dedicated to the support of fishing and the environment, which specialises in the legal defence of the watery environment on behalf of anglers and leisure fishermen, by prosecuting polluters for example.) and described the services which they can provide for both the individual and clubs. They have links to the MMO and are currently involved in various conservation projects, both in respect of freshwater and sea species.

DN asked DT to lead the discussion during which DC said that he was opposed to the proposal, in so far as subscribing to the AT could be divisive; he argued that, notwithstanding the differing interests within the Club – sailing/racing, sailing/cruising, fishing and kayaking, the one common element was boating; the RYA, to which of course, we are affiliated, provides all the services that the club needs in respect of that element common to all members. CK observed that the principle objective of the enjoyment of “recreational sailing, yacht racing, fishing and other boating activities” was enshrined in the Club's constitution, along with “fellowship” and “sportsmanship”.

RD stressed that the proposal was not to supplant the RYA, but that membership

might bring further benefits to the club – admittedly, mainly to fishermen. MH added that their expertise in competition organisation and H & A protocols thereto might be an added benefit.

DT argued that RYA membership should be sufficient for overall club purposes and he agreed that additional, specific affiliation could, as he said, open a Pandora's Box – for example, would it then be reasonable for the cruising members to ask for membership of the Cruising Association and the Kayakers (very few, admittedly) to British Canoeing etc. During the discussion LR checked the membership cost for a club with our membership, which would be £617.00 per annum.

In addition to the above arguments against the proposal, DT said that he felt that the Committee would probably be exceeding its authority in taking on such extra cost which all members would effectively be paying for, for a facility which would be for the benefit of one group within the Club. Sailing members might very well feel unhappy about having such cost foisted on them.

Since a formal proposal had been made a formal vote was taken, led by DN who suggested that the proposal should be rejected, which was seconded by TR; the motion to reject the proposal was agreed by all.

As MH said, the above does not prevent individual members joining the AT and he felt that the fishermen should seriously consider doing so.

e Pontoon development and CHC

There were no developments to report, but DN wanted it noted that Stuart McIntosh (the Harbourmaster) had promised to provide a costed proposal in line with most recent proposals; unfortunately, he has failed to do so. DN expressed the view that it was very likely that we would find ourselves talking to the new CEO from now on and the other constraining factor would be the MMO's response to the latest plans.

7 Any Other Business

Note – originally, discussion of the RIB nav. mast had been tabled for AOB, but the matter had been discussed under the Sailing Report.

a Operation of Club Equipment and Health and Safety Issues

The matter had been tabled for review and earlier discussions recorded above under Stores, in particular, indicate that the subject needs to be reviewed.

It is clear, for example, that a number of individuals claim to be members of the Stores Sub-Committee (claims which have “surprised” both DC and PW), or that they have specific permission to access equipment. It is also the case that an unknown number of members may have access to the bosun's stores. The subject was originally tabled because of the concern that unqualified or unsuitable (for whatever reason) persons might have access to potentially dangerous equipment, such as the winch.

MH made the point that the over-arching Health & Safety Rules and protocols have

been in place for a couple of years; he had undertaken the project when Conal was Commodore and they remain valid, in force and accessible.

The latter statement was fully accepted, but it is evident that for one reason and another, matters have become lax and if, in the event of a serious accident, the management of the club was found to have been negligent in its direction and policing of activities, our insurance might well be voidable.

Mention was made as to the existence of several manuals, written instructions and the like and RD said that we should maintain a list of licensed operators, in the case of certain machinery. DT said that in his previous experience, the use of Special Operating Procedures (SOPs) had been implemented and this could be a useful protocol.

TR suggested that we should get everything relevant that we have on the table and review what we should carry forward into detailed working procedures; this would need a small project team, which should include MH, as the Health & Safety Officer and also PW and DC, given that the latter two will be most closely involved.

b Club Online Quiz (recent)

DN took the opportunity to thank Linda for organising the recent Quiz night, which had been well attended and enjoyed by all taking part - a pleasant diversion in these rather dreary times!

7 Time and Date of Next Meeting

Wednesday, 3rd March 2021

Meeting Closed at 20:59

