



**Record of the May Committee Meeting**  
**Held by Zoom Conference on 5 May 2021**

**1 Present**

David Nixon, Commodore and Chair (DN)  
Torsten Richter, Vice Commodore (TR)  
Paul Walker, Rear Commodore, Stores and Moorings (PW)  
Richard Davis, Rear Commodore, Motor Boats and Fishing (RD)  
John Barnes Acting Rear Commodore, Sailing (co-opted) (JB)  
David Casson, Hon. Treasurer (DC)  
Mike Harvey, Health and Safety Officer (MH)  
David Tebay, (DT)  
Ray Hallett, (Co-opted) (RH)  
Chris Kershaw, Secretary (CK)

**2 Apologies for absence**

Linda Richter, Peter Ball

**3 Approval of Minutes of Previous Meeting (7 April)**

There being no observations or comments, CK proposed that the Minutes be accepted as an accurate record of the meeting in question. Seconded by DN, the Minutes were approved.

**4 Membership**

The applications of the following had been signed off by Flag Officers and were therefore eligible to be accepted into the club: -

Adrian Coventry – Sponsored by Paul Denham and signed off by RD;

Emanuel Coelho – Sponsored by Paul Hipolite and signed off by RD;

Mrs Ursula Hollis – Sponsored by Lisa Guy and signed off by PW.

CK proposed that the above be accepted into the club – DN seconded and all were in favour.

One further application – that of a Mr Colin Hicks was still in hand. CK to get in touch to arrange meeting.

**5 Reports**

**i Hon. Treasurer**

On 2 May DC had distributed the monthly accounts and some notes in the email by

which the Report was distributed.

He drew attention to the substantial outgoing under “Insurance” – £8,204.19. This year, we had elected to pay the full value of the three insurances *en bloc*, rather than to pay the main insurance in monthly instalments, which was something we had done for some years - a practise established when the club had less cash in hand. This year, the terms of the proposed instalment facility had seemed to include a significant service charge and hence the decision to pay in total, since we had sufficient cash resources to do so.

We are now paying quite a lot more for insurance than hitherto; we now included an Officers’ Indemnity policy, but generally, insurance seems to have been susceptible to inflationary forces.

He commented that our main income stream had substantially come to an end now, after the bulk of mooring fees and the like had been paid by members and largely the result of the insurance payment as above, there was an overall deficit for the month of £6,442.12.

In response to DC’s request, CK said that he would procure a formal acknowledgment of the payment.

## **ii Moorings/Stores**

PW commented that there had been quite a lot of activity and people had been pressing to move boats at their own convenience which he was trying to keep under control. There were also a number of cradles to be sorted out, but generally he felt that he and the team were on top of things, including billing.

One question which had been raised was whether or not a charge was payable in respect of the haul-out of members’ boats which were not on club moorings; there appears to be nothing in club rules, or bye-laws on the subject, although he thought that a charge had usually been applied in the past.

In contrast, those members on club moorings were entitled to two weeks ashore each year and a haul-out during the year was treated as one of the days of that entitlement.

DC felt that in principle, we should be able to make a charge, albeit fairly small and the sum of £10.00 was suggested.

To implement the proposal it was agreed that an additional bye-law would be needed, which DN agreed to draft and circulate to the committee.

PW went on to say that there was now a substantial hole at the bottom of the slipway and given the general unevenness around the slipway, he felt that we should consider a bed levelling project. His son was implementing such an exercise at the Clarence Yard. He asked the committee whether we would be interested in going 50/50 with his son, Robert, since the equipment was quite expensive, but once available, would be useful for both areas. JB thought at in principle, it was a good idea, but we should go about it “tactfully”, bearing in mind that a lot of the problem was of our own

making.

The scheme would involve the design and making of a plough, which Robert W estimated would be about £1,000.00.

There was some difference of opinion as to the legitimacy of the proposed exercise; DT thought that we should run it past the Harbour Master, with which MH agreed. DC on the other hand, thought that there was precedence on the river and emphasised that ‘levelling’ is not the same as dredging. A licence would not be required for bed levelling and it was not incumbent on us to seek the Harbourmaster’s permission.

PW said that he would go further into the details. DN asked him whether Robert had received any caution from the harbour authorities to date. Apparently not. Further investigations can be undertaken without commitment.

On other matters, DT said he had been working on electronics. DC brought up the subject of the floats on the finger berths; the plastic jerry cans are breaking up and need to be replaced. Six need replacing and a better solution had been proposed, which was replacing the plastic with aluminium containers (which would have to be fabricated), which would be topped up with expandable foam. The estimated cost was £520.00.

He said that he would like to go ahead and order the aluminium from Wight Shipyard. He thought we would need a budget of c £1,000.00 for the aluminium and the fabrication; the input foam ingredient would be over and above that and we would have to hire the appropriate welding kit. The basic aluminium would cost £521.36. A formal vote was taken with DC proposing that a budget of £1k should be set for the above project. PW seconded and the proposal was approved.

Another technical issue needed to be addressed, which was that the landward end of the pontoon required additional buoyancy as a result of the weight of the new gangway. A similar solution to the above seemed appropriate, but it would involve additional funds. DN asked if it was an urgent job, to which the reply was no. However, we would need to purchase some angled aluminium to replace some worn wooden fittings on the pontoon.

DC said that he wanted to re-open the Wednesday club, but was concerned about numbers – i.e. how many can work in close proximity and not least, finding appropriate work. Currently, he had in mind the small cradle on which the wheels are seizing, but the main priority was the pontoon.

MH asked whether it was the intention to anti-foul the Danny H. DC thought possibly, but reverting to the subject of the Wednesday club, he said that he intended to send out a general email calling for volunteers, but from whom he would select for specific jobs. DT observed that the Danny H could be done in a couple of days.

TR observed that the current “Rule of Six” would probably be adjusted upward in the near future.

### **iii Sailing**

JB reported that a warm-up race had taken place last Thursday, with a good turn out from boats from various other sources, but only two from ECSC.

Commenting on the Danny H, he said that its battery was ok, but there are some jobs that should be done. Paul Denham would have a look at it to assess the need and if it came to anti-fouling, he could do it himself, using some antifoul that Bob Spendley had donated to the club. Thanks to DT the RIB was ready to go, if needed, but he needed to check with the RNLI on its use.

He mentioned that the Cowes Cruiser Class Association had planned a weekend programme from May to September. DC suggested that JB put the flyer up and people could respond if they wanted to.

JB noted that Peter Jackson has stood down from the Sailing sub-Committee. He noted that racing had been planned for in all respects up to 8<sup>th</sup> June; thereafter, a new Risk Assessment would be required.

DC asked JB about the WhatsApp Group, commenting that it was increasingly being used as a chat room. JB agreed, saying that there was misuse of the facility. DC suggested that there could be two related groups, with one strictly for business purposes and the other to allow for gossip.

### **iv Fishing**

RD reported on the most recent fishing competition on 18<sup>th</sup> April (Heaviest Ray). A full report has been posted on the website, but in summary, there were ten competitors in six boats, with Dave Aybrook the clear winner (and with several fish not far behind his best).

The sub-Committee has procured some vouchers, which they will hold until it is possible to hold a young anglers' competition, when they can be used as prizes.

A brief and oft repeated discussion took place to clarify the rules for booking the hammerhead before a fishing competition. PW said that the hammerhead had to be booked in advance – both for the Saturday night and the Sunday, if required – usually dictated by the state of the tides. He said that there had been occasions when the hammerhead had been booked and accordingly other interested parties had been turned away, but none of the fishing fraternity had then used it. RD and MH said that they would attend to the problem. It would probably mean specific bookings would have to be made, rather than a blanket one.

RH made the comment that one of the factors influencing the fishermen was that that they had been told off before for using the Hammerhead to such a degree that they avoided using the hammerhead entirely if possible.

### **v House**

TR said that he had nothing to report. We had previously noted that we had received

confirmation from the planning department of the local council to the effect that further permission of our intended use of the designated kitchen areas was not required.

## **6 Matters Arising**

### **i AGM Preparations**

CK noted that the date for the AGM had been set for the 22<sup>nd</sup> June. Nomination sheets have been up and will remain until 28<sup>th</sup> May The formal Notice had been sent on 24 April. Since the agenda, it had been agreed that Joe Moore will stand down as Webmaster and his place will be taken by Graham Stone. This is not a job normally subject to election and given the agreement of both, Graham will take over the job at a time to be arranged between them.

### **ii pontoons**

It was noted that there have been no further communications with CHC.

## **7 Any other Business**

MH noted that he was standing don from his H & S duties, but would be prepared to continue on the committee.

**The Meeting was declared closed at 20:20**