



**Main Committee Meeting Draft Minutes 13.03.2019**

	<b>Topic</b>	<b>Information</b>	<b>Action</b>
1	Present and apologies	Apologies – RE, DM, AH, SH, PI Present – JD, HJ, DF, CP, RW, JW, CL, RJ	
2	Committee	The Committee noted with thanks that Gavin Campsie had kindly volunteered as Cruiser Liaison as a non-Committee role.	All
3	Minutes of Previous Meeting	Approved, proposed RW seconded RJ.	
4	Matters Arising	RJ reported that there had been a well-supported work party to clear the grass from the south edge of the car park/ north edge of the harbour. This area should now present less of a trip/ slip hazard. The Committee recorded thanks to RJ and all who helped. CL reported regarding Club merchandise that the supplier she had been using, Kevin, was typically £2 cheaper per club branded item than Dallas Designs of Elgin. However, he did not have a website so it would not be simple for Club members to see what items he had available and place an order. CL undertook to investigate options with Kevin for orders from individual members. Meanwhile Dallas Designs are still able to supply items via their website. CL to liaise with the Webmaster (RE) about giving the Club merchandise a more prominent place on the Club website.	CL
5	Treasurer's Report	See Note to Item 5 below. DF further reported that subs income was up compared with the same time last year, standing at £9058 with a few payments still expected.	
6	SCIO	Unfortunately, a couple of committee members who were key to this item were not able to attend as a result of an unscheduled closure of the Kessock Bridge. RJ outlined some matters which needed to be taken into consideration after the consultation period for a re-draft of a small but important part of the SCIO Constitution relating to the number and roles of the Trustees and the process for election.  Decided : a) That a Dutyman email would be sent to inform members that, due to responses received during the consultation period, the draft SCIO Constitution would need some amendment and that, therefore, the planned SGM would not be held in March. The membership will be informed in due course of the date of the SGM. b) RJ to convene a meeting of the SCIO working group to propose changes to the SCIO constitution and to provide more information for the SCIO FAQs on the website	HJ  RJ

		<p>c) The SCIO working group would report back to the committee with the re-draft and the committee would then decide whether to accept the changes and schedule the SGM</p> <p>d) Once the way ahead was clear, the Sec would respond to David Gibb with a short note.</p>	<p>All</p> <p>HJ</p>
7	Grants	The Committee noted a grant of £280 from R&C SC towards the cost of First Aid training for 8 club volunteers. Further noted a grant of £35 from club funds to a 9th volunteer who resides outside the R&C SC catchment. Lastly noted after discussion, a club grant of £200 to Thomas Hardie towards the costs of a SI Course in early April.	
8	RYA Scotland Conference	See note to Item 8 below. RJ spoke briefly to this item, emphasising the need for the Club to adopt plans for Club development and Environmental policy. Agreed that, in view of the current weight of work around the proposed SCIO application, these matters would be deferred while not being forgotten.	All
9	Important Dates	The Committee noted: That the RYA inspection of the Training Centre will be on 22 April. That RYA Scotland will be delivering a 'Develop Your Racing' workshop at the club (open to other clubs) on 27 April and there will be a second workshop, probably in late August. That RYA Scotland will host a club regional development workshop at Glenmore Lodge on 16 November and that committee members should try to attend.	All
10	Work on RIBs	See note to Item 10 below. The Committee noted with thanks the considerable amount of work which had been done by RW, RJ and others as described in the note to this item. RW reported that it had been suggested that a donation by the Club to Avoch Sea Scouts would be appropriate given the electricity which had been used and the invaluable use of their facilities which had made the work possible. Agreed - that a donation of £200 would be made.	RW/DF
11	Moorings work	PI being unavoidably detained, JD passed on the information that diving work was scheduled for 2 or 3 April. Also that to date 10 moorings were confirmed and enquiries for a few more had been received. PI intended to commission only mid and outer moorings including a few "spares" as this gave the greatest flexibility.	
12	Membership update	Noted – that new Rowing members Alister and Lesley Clunas had joined since the last meeting. The membership renewal process was well underway with only a few "stragglers" still being chased.	
13	Accident Book	None	
14	AOCB	JD reported that an article publicising the Club Open Day/ Lifeboat Day had gone to Chatterbox and been published. He had wording for the Club website which could be uploaded once RE was back from holiday. JD passed on a message from PI that Club member David Cameron had asked whether a Club RIB (or the Pioner) could be made available to help with diving work on his mooring in Rosemarkie Bay. It was pointed out that the Pioner is the property of the Avoch Sea Scouts, not the Club. With regards	

		to the Club RIBS, DF pointed out that this would not be covered by the Club insurance and that therefore, with regret, the request would have to be turned down. JD to pass this information to David Cameron via PI. JD was actioned to seek assurance from the owner of Ginty that the vessel would be removed from the hard-standing at or around crane in April 2019	JD JD
15	Date & Location of next meeting	Tuesday 16 April at 7.30pm in the Clubhouse.	HJ

#### Officers of the Club:

James Dargie – Commodore - JD

Treasurer – David Finlayson – DF

Secretary – Helen Jenner – HJ (also Membership Secretary)

Sailing Secretary – Richard Evans – RE (also Coaching and Webmaster)

Training Principal – Richard Jenner – RJ (also Chief Instructor Dinghy & dinghy bosun)

Social Convenor – Janet Witheridge - JW

Rear Commodore – Donnie McLeod - DM

#### Committee General members:

Robin Witheridge – RW (RIB Convenor)

Peter Illingworth – PI – Harbourmaster, Moorings and Craning co-ordinator

Sandra Hogg – SH – Rowing Captain

Alan Hardie – AH – Dinghy Park Co-ordinator

Chrissie Lane – CL

Calum Pearson – CP – Social Sailing Liaison

#### Note to Item 5 – Treasurer’s Report.

A number of financial matters, such as grants, have been covered in other reports and in the interest of brevity I will restrict this report to those areas I have been dealing with directly.

Membership Income: this is up on the same period for last year by approximately £1000 and is currently £8,560.00 with several payments pending.

Social Event Income: thanks to takings from the AGM, Burns’ Night and Quiz this is £1691.52 and thanks must go to Janet and Robin whose catering and bar skills allow us to maintain high galley standards.

Insurance: The four Topaz (Sea Scouts) were added to the policy at no additional cost for the remainder of last season. The cover with the RYA recommended policy has been renewed for the coming season but I await final confirmation of the cost.

It might be worth noting that 85% of RYA affiliated clubs insure with this policy.

Signatories: pending the outcome of SCIO discussions, I have asked Richard Jenner and George Hogg if they are both prepared to remain as signatories on the bank account. Both have agreed. While recognising that George is not on the committee, as past treasurer he is able to understand the mechanics of the club’s accounts and the process of changing signatories is too laborious to be worth the risk of having to do it twice in a short space of time. In addition, Richard Jenner is named on the insurance policy as another committee member empowered to enact any changes.

Bank balance: the balance is currently £43,274.75 compared to approximately £37,000 at the same stage last year. This includes some recent and significant rescue boat expenditure.

David Finlayson  
Treasurer

**REPORT TO THE COMMITTEE ON THE RYA SCOTLAND INSTRUCTOR AND CLUB DEVELOPMENT CONFERENCES  
FEBRUARY 2019**

**Introduction**

The RYA Scotland conferences on 23 & 24 February at Cumbernauld were well attended with over 100 instructors on the Saturday and over 50 delegates on the Sunday representing 25 clubs. While the instructor conference was useful, this report will focus on club development topics relevant to Chanonry Sailing Club. Of note, RYA Scotland will change club development conferences to the late Autumn rather than the Winter/Spring to allow clubs to implement some of the ideas before the season starts and will deliver them regionally; 'our' conference will be on **16 November 2019** at Glenmore Lodge. A consequence is that this is likely to be before our AGM so the composition of any committee or board for the next season may not be fully known.

**Club Statistics**

Each club was given a club specific pack-up with 4 pages of data analysis on membership trends. This is only as good as the data provided (by us) and shows CSC to be in a largely steady state. There was also a national report which shows that the top 5 reasons for clubs increasing in size in Scotland are open days, word of mouth, better marketing, increased junior programmes and the provision of informal, social sailing. The top 5 reasons for decreases were aging membership, difficulty attracting younger members, people leaving the sport, reduced available time and reduced disposable income.

**National Trends**

There was a very comprehensive briefing by James Steele of Sport Scotland and a new national plan will be issued in May. The emphasis is moving further towards the outcomes of 'taking part', tackling social isolation, addressing mental health and providing inclusion. Clubs are being encouraged to view themselves as part of a sporting *system* and to reach out to other community groups. Our SCIO approach appears to be very 'on message'. This is a useful link: <https://sportscotland.org.uk/clubs/help-for-clubs/>

## **Club Development Planning**

Several workshops dealt with aspects of producing club development plans and these were backed-up with a well-produced RYA Scotland printed framework document. Once the SCIO matter has been decided, we suggest that we need to form a working group to produce a plan for CSC that will take the club forward. There was a slightly tongue-in-cheek suggestion that committee agendas should be based on the club development plan goals rather than the traditional format of reports which tend to focus on detail rather than strategy.

## **Environment**

The GreenBlue is very much alive and a well-supported workshop discussed the best practice in delivering club environmental policies (apparently most clubs have a policy). Three areas were highlighted as 'topical'. These were eliminating single use plastics from the club, enforcing environmental policies for anti-fouling and having sustainable events. We can request a self-audit form from [info@thegreenblue.org.uk](mailto:info@thegreenblue.org.uk) and we suggest the committee considers doing this before producing a club policy.

## **Committee/Board Agenda Item**

Standing items on agendas can become a distraction but there is a substantial risk that, once the SCIO matter is concluded, the need for development and environmental policies will be forgotten. We suggest a standing item on the Club Committee/ Board Agenda which, if nothing else, would be a reminder of the need to keep these matters in mind and perhaps even act on them!

Helen Jenner

Richard Jenner

## **Note to Item 10 – Work on RIBs.**

Bosuns' Report, March 2019 – Safety Boats:

Robin Witheridge and Richard Jenner resolved to start work on the RIBs early in the year.

The Club owes a debt of gratitude to Derek Martin, the Sea Scout Master for the use of the Scouts' Community Hall in Avoch. In addition, Iain Jack lent the Club the use of his Garage Car lift in order to raise the RIBs from their respective trailers. He also, kindly, lent tools and some muscle, where necessary, and proved a good friend.

David Cameron voluntarily took on the unenviable task of sorting out the trailers, freeing up corroded parts and re-packing the bearings – always a messy, and thankless job!

The boat of most concern was Ness.

A new cover has been fitted to Ness this winter.

In the past, corrosion on the trailer had jammed the rollers necessary for successfully winching the boat on and off.

This had caused damage to the hull, resulting in a hole.

This had been repaired by Donny McLeod and Steve Bramwell two years ago. Unfortunately, this repair failed and they repeated the work again last year. They applied a lot more fibreglass and resin and this repair proved to have lasted the season, albeit with minor damage. The root-cause of the problem (the trailer) remained.

With the boat raised, the trailer was attacked with an angle-grinder to remove rusted bolts. These have been replaced with A2 stainless ones. All nuts and bolts have been treated, on assembly/re-assembly, with Copperseal to aid future dis-assembly.

Rust was chipped off the trailer. The ball-hitch, jockey wheel, and bearings have all been attended to. Of most importance, was the swinging cradle which supports the rear rollers. This was solid and took a lot of persuasion to release.

It proved impossible to release the suspension – this is supported with rubber inserts, so even an oxy-acetylene torch would have proved destructive.

Our recommendation is that this trailer be relegated to a simple launch trolley and that the boats be swapped over if we need to tow Ness any distance – say to Inverness. The tow to Avoch and back is, in reality, going to cause little harm, if taken slowly, such is the distance.

With Ness off the trailer/trolley, we filled in all the minor 'dings' and scrapes in the hull using two-part marine filler. We purchased and fitted a rubber keel band, 5" wide and the length of the hull, to prevent further damage in this area. This now puts Ness on a par with Beaully.

The earlier repair, as above, was ground back and most of the filler removed. This was found to have let in a little water. The resulting depression was filled – this time with West System Epoxy and woven strand (rather than

chopped strand) mat, making a stronger backing. A patch was then applied using a modern equivalent of Kevlar to give the ultimate in impact resistance.

It is worth noting that there is also a small amount of Carbon Fibre mat in the Club's stores. We had anticipated using this if the former repair had had to be removed to provide the ultimate in flexibility.

Rather than the usual gelcoat, we topped the repair with epoxy, coloured with an orange pigment. All this was ground reasonably smooth (it is incredibly difficult to work with epoxy resins in the temperatures experienced in the Scout Hall even using arc lights and heaters, as we did) and the whole hull was T-Cut and polished.

Back on the rejuvenated trolley, the engine gearbox oil was replaced.

The steering was jammed solid. We spent a lot of time trying to dismantle the whole steering box, wheel and cable.

Everything was corroded and eventually we purchased a complete and new assembly for what seemed like an excellent price, on-line. Part of the frustration was the difficulty in removing the battery which, apart from being the wrong sort, was far too big for the space.

The new steering was duly fitted and has proved successful.

The boat was returned to the harbour.

One of the issues for crews using Ness has always been the slotting of the fuel tank under the seat. This usually involved scratched hands and a lot of frustration.

A strip of fibreglass was cut away from the top of the tank slot and the tank now fits easily.

Two new, smaller batteries were purchased, one for each boat, and these may now be easily removed for charging/storing/maintenance. They are secured with closed-cell foam blocks in the battery compartment, making them simple to remove.

Ness was tested, on the water, on 6<sup>th</sup> March.

Beaulieu was lifted and the trailer was treated, as necessary, in the same way as the other.

New towing and safety ropes have been purchased. Some of the old ones appear to have gone 'missing'.

Work to do:

Beaulieu has had an intermittent electrical fault. This appears to have been fixed, but just needs monitoring.

Ness needs new engine oil and oil filter – the engine needs to be run warm for this.

We have purchased a simple cleaner to clean the Hypalon sponsons.

On a small trial period, this has proved excellent. We will attend to this in better weather.

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The philosophy is a simple one – if the boats are easy to launch and recover, drive well, and look smart, crews will look after them better. We anticipate a trouble-free season.

There are photographs of all the work, as completed and 'in action', on the Friends of Chanonry Facebook pages.

**RW**