



CHANONRY SAILING CLUB COMMITTEE MEETING MINUTES

Tuesday 18th August 2009

Present: Miles Mack, Richard Jenner, Richard Robinson, Diarmid Hogan, Helen Jenner, David Pocock, David Dunton, Simon Grey, Caireen Gourlay, Jon Shepherd and George Hogg.

Agenda Item

Action

1. Welcome & Apologies

Apologies were received from Pam Moncur and Ken Ferguson (who had been invited as Safety Boat convenor for item 6).

2. Minutes of meetings of 17 March and 8 June 2009

The minutes were agreed, although it was noted that the numbering of action points had gone askew in the minute of 17 March which will be corrected. It was agreed that the minute of 8 June should remain confidential.

3. Action Points & Matters arising

- All action points were discharged or addressed on the agenda with the exception of the following which were carried forward:
 - **AP 15 (19/8/8).** To consider the merits of changing the status of the club from a Voluntary Association to a Company Limited by Guarantee. **RR/GH**
 - **AP3 (18/11/8).** Constitution to be revised at next AGM to accommodate later AGM in future years. **GH**
 - **AP4 (13/1/9)** Diarmid to arrange for replace the current safety boat fire extinguishers with ones supplied by the same company as the club house extinguishers so they can be inspected/maintained as part of the same contract. **DH**
 - **AP 14 (13/1/9).** George to arrange for bit to be added to the web site in relation to use of the Yahoo Group. **GH**
- AP2 (13/1/9) - Richard R reported that the outstanding sums have now been recovered and that we are in a better position in terms of this year's income than we have been at this time in recent years.
- AP7 – Richard J reported that an event safety plan was in place for the Ness cup.
- AP8 – Richard R reported that marketing of the club house would be undertaken for this Winter.
- AP 10 – David D confirmed that the Club Cruiser, Wisp, was now getting more use than previously.
- David P reported that some work had been undertaken to level the harbour but that this had not done the job satisfactorily. As the contract was agreed on an output basis we therefore hadn't been billed for this work and the contractors intend to return in the Autumn to complete the

job.

4. Accident Book/H&S Issues

There have been two new reports in the Accident/Near Miss book:

- The first of these relates to a slip on seaweed during one of the Summer School weeks, which had not resulted in a serious injury. It was noted that participants in the week had been briefed on this risk and no further action is required.
- The second relates to someone falling out of a safety boat whilst it was making a fast turn. Following discussion it was agreed that we need to look at how better hand holds can be provided in the safety boats to help manage this risk. This was discussed further under item 6 below.

It was further noted that there had been an incident during a recent race when a dinghy with trapeze had capsized and inverted trapping the dinghy's occupant underneath. Although the Race Officer had observed this from the shore she had been unable to alert the Safety boat by radio as it was at the opposite end of the course. Following discussions it was agreed that this incident raised a number of concerns:

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| • There is a possible problem with one of the hand held radios. Richard J agreed to check the radios (AP1) . | RJ |
| • It was noted that there are an increasing number of boats with trapezes which are more prone to entanglement problems. It was agreed that Miles will recommend the use of quick release harnesses in his forthcoming newsletter (AP2) and Helen will include similar advice in next year's handbook (AP3) . | MM
HJ |
| • Richard J agreed to undertake a risk assessment for the use of trapezes (AP4) . | RJ |
| • Simon will ask, Helen Morgan, the Race Officer when the incident occurred, to complete an appropriate entry in the Accident Book (AP5) . | SG |
| • Helen offered to manufacture canvas holsters for the radios to be mounted on the consoles in the Safety boats (AP6) . | HJ |

5. Finance Report

Richard R advised that we currently had c£18k in the bank (net of the income from the sale of the land at Lettoch). This is a significantly better position than we were at the same time last year. In addition to this we had received some £12.3k from the sale of the Lettoch land. Richard also confirmed that he had renewed our insurance policy negotiating a 20% discount for a 3 year deal.

6. Promoting Safer Safety Boats (including removal of prop guards)

Miles introduced this item setting out the key points from the papers prepared by Ken Ferguson, Safety Boat Convenor, and Richard J and circulated ahead of the meeting. In essence there is a trade off between the safety consequences of a loss of acceleration, speed and manoeuvrability against the protection offered by a prop guard should the safety boat collide with someone in the water or the sea bed. A prop guard, if fitted, is very much a last line of defence. The advice of the RYA as the sport's governing body clearly favours not using prop guards provided

coxswains follow good practice. Ken's advice is quite clear and in his view the club's safety boats are often driven by relatively inexperienced volunteers and the added safety of a prop guard being fitted outweighs the largely economic consequences he sees coming from reduced engine efficiency. He is not persuaded that the RYA's advice is right.

The Committee fully discussed the papers in front of them and the advice of the RYA. Before deciding on the issue of the prop guards it was identified that the Club would have to:

- Promote appropriate training and retention of skills by those using club safety boats
- Provide appropriate in boat signage and risk awareness
- Identify and promote safe operating procedures
- Ensure that safety boats are designed, fitted and equipped to an appropriate specification
- Monitor the use of safety boats and review the above measures as appropriate.

It was then agreed by a majority vote that provided the above measures are implemented we should continue not to fit prop guards to the safety boats. Of those present some 7 voted against prop guards, 2 voted for and 2 abstained. It was agreed that David P, Richard J and Helen J should take forward the implementation of the above measures. Ken Ferguson should also be invited to be a member of the group **(AP7)**.

DP

In discussion it was noted that the old hummer has a number of problems and that we should not invest further funds in maintaining it.

7. Jet Skis

George reported back on the work of the sub-group which had been looking into the jet ski issue. He also reported on the consultation/contact there had been with others including neighbours, the local Councillor, the Community Council, the police, the coastguard and the jet skiers themselves. In spite of a number of request to the jet skiers to moderate their behaviour in consideration for others this had not happened.

The key question is whether the Club should move to ban jet skiers from launching from club premises, and in particular the two slips. Whilst recognising that jet skiing is a legitimate water sport it was agreed, on balance, that the Club should ban jet skis from using its premises given the considerable nuisance and Health & Safety issues which have arisen in recent months through the inconsiderate behaviour of the jet skiers who have been using the Club premises to launch from. In deciding this the aggravation the recent use has been causing the Club's neighbours was a significant factor.

It was agreed that the Club should:

- Ban jet skis from being launched from its premises
- Fit barriers to the East slip and the entrance to the dinghy park to allow these to be secured if necessary
- Promote a code of practice for all those using club premises to promote consideration of others and wildlife.

- Explore with Highland Council the possibility of introducing bylaws to enforce the Club's position should they be necessary.

The sub-group previously formed should now take this forward **(AP8)**. In addition George will write to our neighbours advising them of our decision **(AP9)**.

GH

GH

8. Sail of Mooring Leases to Non-sailing Boats

The recent proposal by a member to sell his mooring lease for use by a power boat had highlighted this issue. There is some control over the situation in that only a Club member can purchase a lease. The question of whether there should be a more specific control over the number and circumstances in which a power boat could be moored on the trots was discussed. It was agreed not to take any action at this time other than to continue to monitor the situation. It is not envisaged that the Chanonry trots will be sufficiently attractive for powerboat users for this to become a problem.

9. Capping of Membership

It was agreed that this is really an issue of space management within the dinghy park and for storage of wintering cruisers rather than an issue of membership numbers per se. Although the situation has markedly improved there are still a large number of dinghies without the required labels and which seem to be little used. There are also a number which it is suspected have been abandoned. There will be a need to press dinghy owners to remove their dinghies when they've finished sailing for the season. One possible solution will be the allocation of specific marked spaces to members. This is likely to result in less dinghies being able to be squeezed in but will make it easier to identify who dinghies belong to. The craning out of cruisers at the end of the season could be a problem. It was agreed that David P will ask Tim Mckeeggie to come up with his proposals for craning out/winter cruiser storage **(AP10)**.

DP

10. Use of Lettoch Funds

When previously discussed it had been considered that given where the funds had come from they should be used for something of relatively long term benefit for the Club. It was noted as recorded under item 5 above that the net income from sale has been some £12.3k. The list which was prepared previously when an earlier sale of the land had almost been concluded was revisited. A number of items on that list have already been implemented in the interim.

Although not specifically utilising the income from the sale of Lettoch it was agreed during the discussion that the old Humber should be replaced with a new safety boat. David P and his group, identified at action point 7 above should lead on this **(AP11)**. In addition it was agreed that David P should cost and report back to the Committee on the various health & safety related works required around the harbour including the replacement of the stanchions supporting guard rails and 2 or 3 of the ladders into the harbour **(AP12)**.

DP

DP

11. Practical Dinghy Training

Richard J updated the Committee on the dinghy training activities undertaken at the Club over the Summer. In all he felt that these had been a success. This was echoed by other members of the Committee who had

been involved or spoken to others involved. In particular he mentioned that it has been very helpful to have been able to use the Sea Scouts' Topazes. In addition he is convinced of the need for a multi-person dinghy. The Sailing in the City event had been a success although he noted that financially it had just broken even. A significant saving from the trainer camping in the dinghy park had avoided expenses which would have resulted in the event running at a loss.

12. Wash up on the Regatta

Member Joan Maxwell attended to listen in and contribute towards this discussion.

In introducing this item Miles identified that the Regatta had generally been a success. The entries were better than expected and given the prevailing weather conditions the sailing had been good. It was recognised that the event took considerable organisation and volunteer input on the day to run. Helen, as Sailing Secretary, particularly had a big part to play as did others who ran the races, manned the safety boats, organised the catering, tidied up the premises ahead of and after the event etc. It is the showpiece event for the Club and it is appropriate to identify any specific issues which can then be used to inform the running of future regattas. In discussion the following points were raised:

- The slow handicap could be set on the day once entries had been received to ensure that both the slow and fast handicap races have a good field.
- Issues to do with the sea scouts and their safety boats not being available on the day.
- A large number of cruiser crews wanting ferried out to their boats had meant the safety boats were not available early enough to assist with things like laying of marks. Perhaps an early cut-off time should be set in the Race Instructions for those wanting to be ferried out.
- Further consideration should be given to getting the most out of the event for the Club through promotion.
- There were some safety concerns in the strong winds experienced about the interaction of dinghies and cruisers crossing with limited manoeuvrability. Possibly there should be separate cruiser and dinghy regattas?
- Joan offered to provide advice/coaching on any aspects of race management for future events.

It was agreed that the Committee would come back to discuss the issue of organising future Regattas at their next meeting **(AP13)**.

GH

13. Recording of Decision Making Outwith Committee Meetings

George introduced this item to agree how decisions taken by the Committee outwith meetings should be recorded. This will normally happen where decisions are taken by exchange of e-mail. It was agreed that the Committee member leading on the particular issue will e-mail George once a decision is taken recording that this is the case. George will then record decisions taken between meetings as an annex to the minute of the following Committee meeting **(AP14)**.

GH

10. AOCB

It was agreed that the Cadet Championship be deferred to the first convenient NOSS weekend. This should ensure a good attendance (AP15).

HJ

Miles confirmed that the key items to be covered in his forthcoming newsletter would be:

- Dinghy Park Management
- Sailing report (HJ)
- Training including Safety Boat Training (RJ)
- Jet Skis (GH)
- AGM & Prize giving
- Clubhouse – availability for rental
- Lettoch Land Sale (GH)
- Reminder about use of Accident/Near Miss book

Any contributions to be with Miles by 1 September.

Richard J advised that the RYA inspection would take place on the evening of 1st September and he will report the outcome to the Committee in due course.

15. Date of Next Meeting

The date of the next committee meeting will be 27 October 2009.