

MINUTES of the 7th ANNUAL GENERAL MEETING of CVLSC Ltd (56th CVLSC) HELD AT THE CLUBHOUSE ON 18 OCTOBER 2023

Present

John Smalley (President and Chairman) (JS), Andy Jones (Commodore) (AJ), Toby Peacock (Secretary) (TP), members of the club, totalling 30 present.

Apologies

David Orme, Helen Martin, Steve Turner, John Kelly, Doug and Gail Pattison, Sarah Harding, Steve Nash, Tim Banks, Errol Edwards, Tom Skailes, Jo Woodbridge

1. To approve as a true record the Minutes of the 6th Annual General Meeting of CVLSC Ltd

1.1. The minutes of the previous meeting had been previously circulated. The approval of those minutes was proposed by James Williams (81) and seconded by Brian Brookes (82) and approved by the members nem. con.

2. To acknowledge reports from the Commodore, Vice Commodore, Rear Commodore, and approve as necessary.

Commodore's Report

This written report was circulated in advance to members and summarised at the meeting by the Commodore.

I am delighted once again to welcome everyone to our AGM and to provide this annual report.

As you will hear from our Treasurer, our club continues to operate on a sound financial base. Membership going forward appears to be relatively stable, although does appear to be very slightly down this year with current memberships as I write at 495, including around 50 new members, reduced slightly from the total of 525 at the same time last year. The key shift seems to be in family membership, with some people perhaps tightening their belts and switching to individual memberships, and others, broadly identifiable as new members that joined post COVID, deciding not to renew.

It won't have escaped anyone's attention that at the time of this year's membership renewals we were faced with huge, anticipated rises in our energy costs of around 20%. With increases anticipated also in our other supplier costs and inflation also high, we projected a 10% increase in our cost base when budgeting for this year. A measure of our financial health is that we felt exceptionally able to cushion some of this increase and cover a proportion of this anticipated increase from our reserves, resulting in a membership subscription increase of 7% and no increase in boat fees.

While these pressures are reflected across many other clubs, individuals and families throughout the country, it is more important than ever that we continue to provide the wide range of varied activities in the friendly and welcoming environment that Chew Valley is renowned for, and to which we all contribute.

To this point, you will hear from our Vice Commodore's report of the tremendous range of cruising, racing, training, youth and Junior activity etc that the sailing committee have organised and help coordinate over the year. Other activities like the popular family fun day, Lake and Cake and Lunch on the lake operate alongside our full and varied racing calendar and range of open meetings.

You will also read in our Rear Commodores report of the huge amount of work being done to maintain and improve our clubhouse, to help minimise our ongoing costs, and to maintain and improve our premises to ensure they remain suitable for the future. I want to highlight the new Inclusive Changing room in the undercover store as an alternative, more private changing area for use by anyone that may want to use it, while the new dimmable and efficient LEDs in the main club house were widely appreciated by those attending our annual dinner earlier this month.

All this only happens with the support and hard work of not just your committee members, but also a raft of volunteers freely giving up time to help us deliver our program, maintain our club, pontoons and grounds, stock and run the club bar, arrange a constant stock of prizes, keep our RIBs and Committee Boat running, and manage our Dinghy Park. I often wonder if everyone really appreciates that our club is dependant entirely on voluntary work – nothing could take place without it.

I won't attempt to try to single out any one individual to thank so instead would like to extend on behalf of the membership a huge collective thank you to everyone involved. And also, perhaps a gentle reminder to everyone once again that fulfilling your allocated club duties is a condition of membership and necessary so that we can all enjoy our sailing.

It can't have escaped the membership that there have been a couple of significant challenges around our on the water operations over the year. Our Rear Commodore's report highlights the new RIB pontoon recently installed and now in full use, which now has the additional benefit of using the same system as the Southern pontoon.

The second, more unexpected challenge, related to the loss of our Committee Boat, which was written off by a late summer storm following failure of her mooring. As I am sure most are now aware, we have already secured and have (almost) fully operational a replacement boat thanks to the prompt efforts of our new Bosun John Rogers. I am pleased to also report that our insurance claim has been successfully concluded with a settlement of £25,714 now paid to us. We are currently making plans for divers to restore the mooring to working order and are grateful to Bristol Water for their agreement to a second mooring along the northern shore in the lee of Denny Island as a potential safe harbour for the future.

In terms of plans going forward there are two specific areas that I would like to highlight in addition to those detailed in our Rear Commodore's report.

The first relates to the automation of our entry gates where considerable time and effort has already been spent by way of background research and costing, and in discussion at General Committee and with Bristol Water to move this project forward. Despite all our best attempts Bristol Water recently advised us that they cannot provide any funding in this financial year to automate the entry gate immediately off Walley Court Road. This gate is used by not just us, but by fishermen, rangers and birdwatchers. Your General Committee are agreed that it would not be appropriate for us alone to fund the automation, nor to manage and control entry of this first gate.

While this will be disappointing to many members, it remains possible that we could still progress with automation of the inner gate alone. This has several advantages including improved accessibility, security, and data collection of who is entering our site. We could potentially use the entry system also to give entry to the clubhouse, and by using a combi padlock on the Walley Court Road gate dispense with the need for all members to hold a club key. However, like all things it comes at a cost, estimated to be around £20-25k, and would not offer the advantages of all gate automation to which we had aspired. We are tabling a separate discussion later in this AGM to understand membership views on the desirability of moving this project forward for the inner gate alone.

The second relates to the trial on the use of electric powered 'Jaffa' style boats for training and coaching use. These are increasingly being used by inland clubs and several of us have visited All Aboard Watersports on Bristol Docks to see and use one in action. At the time of writing we are planning to finalise our position at a general Committee meeting to be held just before the AGM and I will provide a further update on this at the meeting.

In closing I would like to thank specifically everyone that serves on the General Committee for all your hard work and ongoing support, I truly appreciate it. Our roles can sometimes feel somewhat thankless, although they are a huge privilege and hugely rewarding. I am sure that the membership would like to take this opportunity and join me in thanking you for your hard work and commitment.

As always, there are a few people whose time on the Committee is now coming to an end, and so I would like to single out our Treasurer Sarah Harding, Duties Secretary Tom Skales, and new Members Rep Jo Muskat for their invaluable contributions of recent years. You will have noted in your packs that there are candidates for all these roles, and I anticipate welcoming all those to the new committee very shortly. Rosie Bowers, our Membership Secretary, was also hoping to stand down this year but has agreed to continue for another year until a replacement can be found. I am pleased however to report that Stuart Robertson has agreed to work alongside her to take some of the load for now, and we are also looking to split some of her ongoing responsibilities out to create a reduced membership role focussed more tightly on the annual renewal process and maintenance of our membership database.

Andrew Jones

Commodore

4/10/23

Vice Commodore's Report

This written report was circulated to members in advance and summarised at the meeting by the Vice- Commodore.

Introduction

Ladies & Gentlemen, Friends & On Water Adversaries - Having being privileged to grow up at Chew It is always an honour to be part of Chew Valley Lake Sailing Club, Both on and off the water.

It is with pride that we are granted the stewardship of such a unique expanse of water and that we are able to offer so much to many different people and organisations across our community.

Chew is Unique and for me its been very rewarding to work with such a fabulous and enthusiastic team over the last year. I hope you continue to support the club in whatever capacity possible – be it Sailing or Socially, volunteer or helper you are truly valued.

On the water we have a multitude of different sailing groups – Not just racing of course ! – Cruising, Learning to Sail or Improve sailing skills – all are on offer at the Club.

I look thru the Calendar and am always amazed at the amount of activities and events all of which are delivered with enthusiasm, professionalism and on a voluntary basis.

Appreciation & Recognition

Therefore I shall continue to recognise and highlight some of those people helping promote and deliver, but who don't always stand out.

Youth & Juniors

With the departure of Mikey we initially stalled somewhat off the water, however this year we have seen Chew Crew bounce back into action with a really successful set of well-run Summer Sundays followed by development of the youth across the regional Topper & Feva training circuits and now into autumn training sessions at Chew. Stephanie, Ruth & Angus have been instrumental in taking the Youth and Junior section forward – however it remains all of our responsibility to support and enable; the space, time and resources to continue the journey of our future CVLSC sailors.

It was also great to see so many of the younger sailors joining the recent Barts Bash event at the club.

It goes without saying that the success of Chew Crew expands past the organisers into Parents and Helpers alongside the support provided by the Bosun Team in keeping our boats on the water. These are truly unsung heroes dealing with a multitude of projects and improvements.

Training

Learning to sail is not just for the Youth, there are many people including families wanting to join and learn to sail as we saw on our Discover Sailing Days. This is a great way of connecting with the non sailing community. Likewise we also have the Pay and Play sessions where new members can improve or progress. Behind the scenes another hero – Dave Orme who is our Principal Training officer / Instructor who has been spearheading the training for many years.

We also as a club benefit from the great work of Jeff Stafford who ensures we are all competent and capable of operating the Ribs, by running PB training for club members & groups throughout the year.

Boat Upkeep

Mending things that Break can be a full time job. Looking after our fleet of, Sailing boats Oppy's, Teras, Fevas & Quests is no small undertaking – hats off to our team of Dinghy Boat Bosuns - Dave, David, Chris, Andrew, Rob & Alan. Big thanks for your ongoing support.

We should also mention Steve's stewardship over the many years and the now handover of the Power Boat Bosuns role to John. I must say John had little time to get his feet under the table before jumping into action as our beloved Committee boat fell victim to the summer storms ending up on the Damn. An insurance mans write off ! - Suffice it to say when needs must Chew always sheets in and comes up to the mark fast – Aligning the committee, finding and sourcing a replacement then kitting it out – no mean feat.

John and team are endeavouring to have the replacement Boat ready in October. The boat is smaller and more manoeuvrable than the previous one, easier to get in and out of the water. We also look to locate the winter mooring in a more sheltered position.

Groups

CLADS / Schools / Unis / Police

CLADS with the direction of Steve Nash – offering Trimaran sailing alongside other equipped dinghy's. Help always appreciated as demand continues growing.

Schools continue to benefit from Chew with Clifton, Millfield, Sidcot & Priory to name a few all now offering sailing at Chew across a range of ages.

Universities also very active with both Bristol and Bath offering Term Time Sailing and Team racing in their own boats. The club also extended the hire opportunities for our own boats to the clubs to include Unis during term time.

Last but not least – The Police group who continue to support us at Chew on the sailing side and continue to help us with the Open events we run at Chew. Thks Jeff.

Cruising

At Anchor in the middle of the Lake having a picnic or screaming down a reach from one end of the lake to another we are focussed at Chew to offer many aspects of sailing for our members. What better way to Chill out and escape the “world of screens” than in a boat in the middle of Chew.

Simon our Cruising rep has been active this year in his wayfarer not only at Chew but along the Coast of Devon and Cornwall. We continue to focus also to provide to both people who want to Race and those who also prefer not to.

Racing

On the water our members thrive, be it on the club line, at Open Meetings Nationals or for some at World Championships. Truly a magnificent set of ambassadors! Our members have travelled as far as Australia and continue to compete at the highest level in some of the most demanding conditions. Its fantastic for us to sail against you guys at the top of your sport.

At home we finished the year with Chris Meredith taking the coveted Tap Trophy on Boxing Day in his Solo and a keenly contested New years day John Jarrett trophy falling to the dynamic Rob Higgins in his Musto Skiff.

The winter series saw Colin, Conventional Fleet, Andy J, Chris G in the Solos with Russ & Julian bringing home the F/F & Dru Townsend in the Lasers.

The intrepid amongst us saw a well fought Frostbite series with Colin in his Finn take the Conventional H/Cap fleet with Tom RS 100 taking the W/L Asymmetric. In the Fleets - Pete heading up the Lasers and Chris Meredith edging the Solo's.

Colin continued his success in Spring and Summer series, Andy J battled and shared the honours with Brother Steve, whilst Russ & Julian landed the Spring and John + Pete the Summer series in the F/F's.

In the Spring for Fleets Chris M continued his winning ways in the Solo and Chris Sunderland was triumphant in the Lasers however Steve Penfold jumped ahead in the Summer and Pete Sherwin returned to head the Lasers.

With The longer nights we enjoyed a wonderful evening series. 59 boats competed for the A handicap, 22 B Handicap and a massive 59 lasers tussled at the marks to win the record of the longest chain for water at the mark.

Out on Top was surprisingly the traditional classes – Flying Fifteens going strong with the top 3 in A Handicap – Tim and Jo finally taking the honours from Bill and Josh, hotly followed by Russ and Julian.

B Handicap Chris M made another triumph leading home from Ruth and then Dave. Jake picked up the Laser crown from Julian and Pete.

	H/Cap Conv	H/Cap W/L	Solos	F/F	Lasers
Winter 22	Colin (Finn)	Andy J (RS 100)	Chris G	Russ + Julian	Dru T
Frostbite	Colin (Finn)	Tom (RS 100)	Chris M	-	Pete S
Spring*	Colin (Finn)	Andy J (RS 100)	Chris M	Russ + Julian	Chris S
Summer	Colin (Finn)	Steve J (RS 100)	Steve P	John + Pete	Pete S

	A HCAP	B HCAP	Lasers
Wed Eve	Tim & Jo (FF)	Chris M (Solo)	Jake (laser)

Trophy's were well spread this year across all our classes, great to see the Red Sails of Adam Broughton taking home the John Jarret and the Barts Bash trophy's. Rob Higgins zooming home in the Skiff on New Years Day and Chris Meredith continuing his success with the Tap Trophy and Commodores cup in the Solo. The Summer Regattas went to Tim in the F/F and Julian in the Laser. The coveted age trophy's fell to John Smalley and grandson Harry, whilst Ruth & Nick grabbed one with the 200. Steve Jones headed the Steve Morris Trophy in the RS 100.

Tap Trophy (22)	Chris M	Solo
Resolution Trophy	Rob Higgins	Musto Skiff
John Jarett Trophy	Adam + Max	Mirror
Commodores Cup	Chris M	Solo
Summer Regatta (A)	Tim J	F/F
Summer Regatta (B)	Julian C	Laser
Steve Morris Trophy	Steve J	RS 100
Age Trophy's	John + Harry	Mirror
Age Trophy's	Ruth + Nick	RS 200
Barts Bash	Adam + Max	Mirror

All this does not take place without a strong set of RO's ARO's, OOD's and Rescue Crew. So first off a really big thank you for all those who have endured the bashing of a Force 6 and those who have been challenged with the frustrations of the complete calm.

Our RO's are truly a great success and I would like to single out Rob Mitchell for his sterling Services as Principal RO – Rob stands down this year and I would like to offer my gratitude on behalf of you for all his efforts and support. He certainly is a real PRO !

Next to taking part there is another layer of activity in creating the results. - Often with the wrong boat type, sail number or even no sail number Bill does a really fantastic job in getting the SailCore system set up for us to use. Thanks Bill for all the help.

So What do we do with all this data ? – well the team analyse the numbers and look at the results & PY's and compare our yardsticks against the great lakes. – This year sadly we did this and the team changed the Mirror PY numbers ! so I guess I need to loose some weight or find a smaller crew if I'm to challenge!

This Coming Year

Our Slipway improvements projects are still planned, however water levels mean we won't action this unfortunately in 2023. New flags are expected for the buoy's and improved moorings for the Committee boat. New handheld radios have also been provided for better comms on water to shore. We continue with Steve Turners upgrade programme to the Ribs

On the Water - We will revamp the Champions League, consider how to get more people racing on Sunday afternoons and inject one of the trophy races into a Wednesday evening.

We will continue to look at the fleets, as the Asymmetric grow - to ensure we have a fair and challenging series on Sundays. We will also continue to limit the number of Open Meetings and give preference to those classes sailed here at Chew.

Summary

Continue with your sharing and thoughts please, continue to grab me between land and boat or in the club after. I might not be able to solve everything but at least I can listen. If you would like to join the sailing committee, please do let me know – we have many areas in which you can help, both on and of the water.

A big thanks to those who make things happen.. I know many times we have trials and issues, the Pontoon, Walk-Ashore, Winch, Tractor, Ribs and Committee boat to name a few. The strength of the club is not just on the Water – that's for sure. We often just turn up and its all sorted! Thanks to those who keep contributing.

Finally a real Special mention to our Sailing Secretary James Williams, he is one of the main reasons things happen smoothly on the sailing front. He does all the hard-work (not me) and he still finds time to sail too. James its fantastic having you around

Rear Commodores Report – AGM 2023

This written report was circulated in advance to members and summarised at the meeting by the Rear Commodore.

The role of Rear Commodore continues to keep me busy, and as I prepare to close out my second year in the role, I take pride in knowing that, as many have done before me, I'm making a difference and directly contributing to the ongoing running of our great sailing club.

It's fair to say that after a steep period of learning in my first year, the majority of ongoing servicing and maintenance items have now settled into a more regular cadence, and I've been able to give more time and thought to our future, looking at the infrastructure, energy and sustainability.

The cost of energy continues to be an ongoing concern for everyone, and it is no different for CVLSC. As a club we rely heavily on electricity and our facilities consume nearly double that of an average family home. In addition, our gas is shipped in several times a year, and not only is this expensive, but it is even more damaging to the environment as the gas is delivered to the club by road.

Working with specialist contractors I hope be able to develop plans that will allow ongoing investment over the coming years, with the long-term aim of having a more energy efficient and environmentally friendly club for future generations to enjoy. Initiatives are likely to include, improving the insulation throughout the building, replacing the aging roof membrane. installation of Solar PV and battery storage, replacing gas space and water heaters with air-source heat pumps or similar as well as making sure we continue to invest in more energy efficient appliances and lighting.

As in my 2022 report, I'll avoid listing the many items that I've tackled over the course of the year, but I will draw attention to a few of the most notable ones.

Galley Improvements – It's unlikely to have escaped attention, but earlier this year we made some improvements to the galley and servery area. With fresh plaster, paint and new lighting, Ben and Antonia now have a cleaner and brighter environment to keep us fed. I hope you'll agree that the new servery looks fantastic and is a pleasant upgrade to the old display fridges. The new servery houses some modern efficient fridges and freezers that will help with our energy usage.

Lighting – We now have modern energy efficient LED lighting in many areas of the club including the main club room, bar and garage. The hope is that these will reduce energy usage and also prove to be more reliable than the old fluorescent tubes they replaced.

Inclusive Changing Room – Earlier this year the shower in the garage was converted into an inclusive shower / changing room. This is an initial step towards providing changing facilities that offer more privacy than is available elsewhere in the club.

Pontoon – Although plans were already in motion to replace the aging rib pontoon, an unseasonal storm back in April left us with no choice. After years of abuse from storms and choppy waters, the old concrete structure broke in half and was swiftly taken out of service for safety reasons. We now have a new plastic structure which uses the same system as the Flying Fifteen pontoon. The new Pontoon has a much smaller draft, so should require less adjustment over the course of the year as the lake level changes and is less likely to crash into the bottom of the lake as a result.

Finally I'd like to finish up by thanking all members of the general committee for their trust, support and hard work over the past year.

Questions to the Flag Officers reports

Commodores Report

Chris Goldhawk – Do electric boats count towards our quota for RIBS on the water? AJ has sought clarity from BW, no official response yet.

Chris Hobson - Is there space in undercover store for them? JR confirmed that there is.

Nigel Carson – Has there been an analysis of why some people are not showing up for duties? AJ – it is difficult to monitor who actually isn't attending. Can look to formalise looking at the records. More persistent "offenders" have been contacted, often they are living away etc. Have asked Dutyman for a texting service to be introduced. That now exists but is time consuming to use, looking for more automated solution to be developed

Martin Reynolds – Will there be a familiarisation session for those who may use the new electric boats. AJ – yes, a quick introduction is planned.

Vice Commodore's Report

Nigel Carson – Can we have a contractor on fully tendered standby to improve the slipways, so they are good to go when water level drops to a suitable level. There is a club member that is an experienced civil engineer that is keen to help on this. AJ – we do have a contractor lined up but water level did not drop sufficiently this year. There is also the possibility of using BW's contractor at BW rates.

Chris Hobson (846) - Is there an intention to improve or replace radios on RIBs? PN – Handheld radios have been replaced in the last year. John Rogers – better to use handhelds, intends to remove onboard radios. Club now has 14 handheld radios.

Rear Commodore's Report

Nigel Carson – Is there a structural issue with the building? JE – There are some structural issues and the survey has recommended further surveys of some areas.

Martin Reynolds - Has any consideration been given to a training pontoon? JE – No, but please let us know of what idea you have.

The Flag Officers' reports were accepted by the meeting, proposed by David Smart (364) and seconded by Rob Mitchell (549).

Agenda item 3

Treasurer's Report

Treasurer's report for year ended 31 March 2023

The audit of the financial statements for the year ended 31 March 2023 has now been completed by our auditors, Jay and Jay Chartered Accountants, who have given an unqualified audit report. Copies of the financial statements have been distributed to members with the AGM notice and agenda.

Results for the year and financial position

This was the first full year of "normal" activity levels since the start of the covid pandemic in 2020. The Club had a financially satisfactory year with a surplus of £29,188 compared to £52,253 last year.

Turnover of £223,790 was slightly up on the previous year's £222,186. However the previous year's figure included a one-off £14,000 release from the key deposit balance, to bring this figure back in line with actual key deposit liability, so actual income increased by £15,604 on a like for like basis. Part of this was due to the 5% increase in membership fees for 2022/23, and part due to increases in open event income (ILCA Inland masters and University team racing events in particular), training income (P&P demand, RYA courses and Chew Crew) and a full year of bar income.

Cost of sales has been consistent over the last two years at around 32% of turnover (once the key deposit adjustment is removed).

We had no other operating income this year – last year shows £12,000 which was a government covid related grant.

Overheads were slightly higher than the previous year, largely due to an increase in business rates which returned to normal levels following the 50% reduction in 2022 due to covid.

The apparent decrease in profit this year is due to the two one off items in 2021/22 (covid grant and key deposit release).

At year end cash balances were £277, 937 compared to £246,449 at the previous year end. Much of the increase is due to more 2023/4 fees being received before the 2022/23 year end this year (£103,405) than last year (£82,870).

The cash balance was also affected by significant capital expenditure during the year – such expenditure is a vital part of maintaining the Clubhouse, grounds, Club boats and other fixed assets. During the year over £35,799 was spent on additions to fixed assets. Key additions included x2 new engines (£13k – being stored for future use), the new walk ashore (£3k), patio benches (£5k) and retubing a RIB and fitting a new engine (£9k).

Total net assets of the Club were £415,836 at year end compared to £386,648 the previous year. Fixed assets represent £253,698 of the assets. The Club has designated £117,000 of the remaining reserves for specific purposes, including a house and grounds fund of £90,000 for work required to the Clubhouse and surrounds, a £7,000 training fund, and a £20,000 fund set up for improvements and repairs to the slipways which can only be carried out when water levels allow.

Going forward

The Club retains a strong membership base and continues to benefit from plenty of interest from new members. With rapidly increasing costs we anticipate a smaller surplus in the current financial year and will need to use our reserves to fund any major capital projects.

Proposed David Smart (364) seconded Chris Goldhawk (47)

Agenda items 4 and 5

Proposed Directors, Officers and Committee members for 2023/24

Directors		Date first elected
President	John Smalley	2022
Vice-President	Vacant	
Commodore	Andrew Jones	2021
Vice Commodore	Paul Nichols	2021
Rear Commodore	Jon Elmes	2021
Director	Andrew Martyn Johns	2022
Director	Chris Sunderland	2020
Other Officers		
Secretary	Toby Peacock	2022
Treasurer	Charles Clapham	Proposed Sarah Harding Seconded Andrew Jones
Sailing Secretary	James Williams	2021
Membership Secretary	Rosie Bowers	2018
Committee Members		
Duties	Mark Dinwoodie	Proposed Tom Skales Seconded Andrew Jones
Health & Safety	Damian Gardner-Thorpe	2022
New Member rep.	Reuben Woodbridge	Proposed Andrew Jones Seconded Toby Peacock
Group representative	Jim Rosser	2018
Social Secretary	Vacant	
CLADS & IT	Steve Nash	2022

The Chair, JS, pointed members to this list of those standing for election as directors, officers and members of General Committee for the coming year and invited those who were taking up positions for the first time to identify themselves to the other members. RM noted those newly standing had been duly nominated, that there were no alternative candidates proposed and invited the members to propose the candidates en bloc for the positions.

Directors and other Officers' elections were proposed by Nigel Carson (372) and seconded by Reuben Woodbridge (48), passed nem con.

Committee members were proposed by Nigel Carson and John Bone (199) by passed nem con.

7. Appointment of Auditors The General Committee proposes that the auditors for 2023-24 be Jay & Jay Partnership Limited, of Clifton, Bristol. Proposed by David Smart. Seconded by Chris Sunderland (9), agreed nem con.

8. Any other business

8.1 Honorary Members

The General Committee nominates the following members for election as honorary members for the forthcoming year: Antonia Allan, Alan Coventry, Allen Marsh, Steve Turner, Tony Thornhill, John Rogers.

Proposed by Chris Goldhawk (47) and seconded by Charles Clapham (49), passed nem con

The meeting closed at 20.49 and was followed by an informal discussion - notes of which are appended.

Appendix

Informal discussion

John Bone (199) – Has the club considered the possibility of putting solar panels on the roof? JE – Yes, that was one of the reasons why the structural survey was conducted. The survey has revealed that to put panels on the roof will require strengthening work to be done and possibly the removal of asbestos.

Nigel Carson – The current gates are not a particular problem. Could the money set aside for electrification of the inner be better spent on something else? There doesn't seem to be a big problem with leaving the middle gate open and it welcomes potential members. Gus Cameron – there was concern that the footpath might cause security problems, has that materialised? AJ – Early on there were many walkers on the grounds, this seems to have dropped now the path is less new. That has been some petty pilfering. Bob Philips – expressed concern that there has been an increase in trespass and theft. A sliding electric gate would add security. NC said that wouldn't be affordable in the current estimate. AJ mentioned that the club is incorporating upgraded CCTV. Damian GT – we need to be realistic about the limited use of CCTV and how much security benefit it provides. PS – Committee want to know whether membership want to persist with electrification of inner gate. It was suggested that data analytic benefits of electrification and security benefit could be separated by just having a swipe system at the club and keeping the inner gate as is. David Smart – currently only need one key, a key and card is added complexity. Also need to ensure that system for inner gate and potential outer gate (done by BW) are compatible with each other as don't want multiple solutions. JS pointed out original push was to provide access for CLADS members. Rob Mitchell – RYA and BW run surveys for number of members onsite which can aid grant applications, electrification would support automation of that but is it worth 25k? Chris Meredith – is the gate at the other end of the road possible. Richard Danbury - is every one having identical keys a security risk? James Williams – many sailing club boat parks are open to the public so in many respects we are more secure than most.

Show of hands to maintain interest in electrification of inner gate: 3 in favour, rest (approx. 30) against.

Rob Mitchell – Our front gate has a lot of negativity and not much positivity such as how to join. Can we have a positive sign on the middle or inner gate? General agreement to do this. Could we also have a boatwatchers board, similar to the birdwatchers boards?

James Thomas (University of Bath) Thank you for the availability of club boats to Group Memberships.

John Rogers – Club is fitting special bolts to engines rather than chaining them up which causes damage.

Chris Hodson (846) – There are now a signs up in boat store requesting damage to club boats is reported.

Bob Philips – Wimbleball use an electric dolly rather than a tractor. Has club considered this? JS – Committee has reviewed in detail but risk of submergence damage considered prohibitive. JR – we have been given one that attaches to a jockey wheel.

The meeting closed at 9.45pm