

The minutes of Thursday 26th May 2011 have been adopted as an agreed true record of that meeting
<b>Errata:</b> G.S. wished to point out that the minute referring to the refurbishment of Osprey's engine <i>at al.</i> these works were undertaken by his firm and not the firm that had advised of the need for an overhaul as detailed in that minute.
Proposed: Alastair Bullions      Seconded: Ian Girvan
FORTH CRUISING CLUB
<b>Minutes of Committee Meeting – Thursday 30<sup>th</sup> June 2011</b>

Present		
D Sullivan	DS	Commodore
P Whetton	PW	RC Piers & Moorings
J Hoyes	JRH	Secretary
A Bullions	AB	R.C. Cruising Convenor
R Kelly	RK	RC Clubhouse
I K Girvan	IKG	President
A Thomson	ST	Vice Commodore
K Maguire	KM	Social Convenor
C Scrivener	C.S	Treasurer
G Scrivener	G S	RC Club Boats
Apologies		
The Meeting was called to order at 19:35 hours		

### Membership Applications:

Memberships Offered	Paul Tucker
Membership Confirmed	David Gray
New enquiry	Andi Robertson & Chris Alsop

### New and Active Items

<b>Comment</b>
<b>COMMODORE</b>
<b>Beer Cooler</b> Having taken the advice, of the brewery representative, the fault appears to have been cured

### **Try Sailing (Fife)**

#### **Bookings –**

G.S indicated that the number of people who had booked was roughly equivalent to the number who had done so at this time last year. The distribution of flyers had covered all of the village shops, pubs and various other places. D.S. asked if anyone could suggest other locations where the event information could be displayed and a couple of other sites were identified. R.K. proposed that the information could be displayed at the entrance to the village as for other events. This was agreed and IK undertook to laminate the information.

#### **Marquee –**

D.S. informed the meeting that Alex Hill of the Gala Committee had called off their planned meeting but had confirmed details regarding the marquee. These were that the G.C. would provide the marquee for the Club's use but would have a "franchise" to sell upmarket food items. The Club on the other hand would provide free beverages and biscuits.

#### **Boats taking Part - .**

It was reported that basically the boats that took part in last year's event would be the same boats providing that service this year.

#### **Rescue Boat –**

Osprey would be manned by Kenneth Bellini and Russell Kelly

### **Clubhouse Cleaning**

D.S. Informed the meeting that both John Dougal and Sean Cunningham felt unable to continue to carry the burden of cleaning the Clubhouse any longer. He proposed a vote of thanks to them both, carried unanimously. After further discussion it was agreed that the services of a paid cleaner should be sought at a cost not exceeding £20/week. (Post meeting note – a volunteer has come forward to undertake the cleaning for a trial period up until Crane Out.)

### **Regatta**

All arrangements for the annual regatta were in hand.

S.T. additionally reported that he had received no requests for a dinghy race from either the sea scouts or our own dinghy sailors.

## **VICE COMMODORE**

### **R.Y.A.'s racing rules**

Both ST and G.S had obtained booklets detailing the R.Y.A.'s racing rules, (simplified) costing about £3 each. The R.Y.A. would be happy to provide an instructor to give a talk on the booklet's contents. G.S undertook to follow this up.

### **Handicapping.**

S.T. commented that he had intended introducing a rolling H/c system but due to the paucity of boats turning out to race (it had been a bad spring for sailing.) he didn't really have the data to do so and therefore now intended to await the end of the season to make any changes.

### **Harbour Trusts**

S.T. reported that discussions at the F.Y.C.A. Meeting had also covered this topic. He reported that both the clubs at Dunbar and North Berwick had successfully formed Harbour Trusts to look after their interests, suggesting that perhaps we should attempt to do the same. The F.Y.C.A. intended appointing a co-ordinator to share the expertise gained by those who had undertaken the process with those thinking of doing so. In further discussion it was unclear who the owners of the two Harbours cited were. If, as

suspected, they were owned by local authorities then this made the idea more straight forward than our own situation with a private landlord It was agreed to talk to the co-ordinator and seek advice over the matter. C/F

### **Trophies**

S.T. said that whilst he had been clearing out the Club's office he came across various trophies which to his knowledge had not been recently awarded. He suggested that they be displayed in a locked illuminated cupboard

G.S. proposed that some of them might be re-deployed for cruising, rather than racing, events.

### **Course lengths**

D.S commented that although the racing arrangements allowed for differing courses for various wind directions, nowhere however, from the information provided was it able to abstract the lengths of any of those courses. He therefore proposed that each course length be measured by information taken from a chart and that information appended to each course defined in the Club's hand book. This would significantly aid OOD's in the setting of courses. This was unanimously approved and D.S. undertook to do the work.

### **Starter's Box**

At the last meeting IKG said that he had received a quote of some £2,000 for replacing the current structure, like for like. S.T. said that he too had sought a quotation for a replacement and since then had now received a costing of £700 but this was for a standard hut and not a like for like structure.

Following the decision at the last meeting that Jack Thomson should be asked to look at the structure and suggest a way ahead. Jack had done so, proposing that the box be clad in 12mm water boil proof plywood, This would both protect the existing timber from further degradation and concurrently stiffen the whole structure. He further proposed that the rotten window framing should also be replaced with new redwood frames.

Moira Hoyes had priced the cost of materials, at the special rates she is able to obtain at some £328.

After some discussion, including the matter of the roof, the positioning of the box on the brick base and the mast, it was agreed to ask Jack Thomson for a price for doing the work.

### **Identification Lights**

IKG reported that he had resolved the problem with the 'phone.

## **CRUISING CONVENOR**

### **RNLI Presentation**

A.B. reported that he had been approached by the RNLI over the opportunity for that organisation to give a presentation to the Club "Over the means of calling for help" – He asked if he should pursue this offer and was subsequently advised to do so, preferably for delivery during the autumn.

## **R.C. CLUBHOUSE**

### **Condensate drain and other plumbing matters.**

The plumber had provided a cost for re-configuring the new hot water to take over from the existing system thereby making the water heating more cost efficient, for a cost of £195. This would require that the old boiler be decommissioned. Ideally it would be best to remove it but apparently its flue was made of white asbestos and the pipe tract housing had a covering of asbestos board so it was agreed in light of good

practice that the whole (boiler and flue) be boxed in and left undisturbed. R.K. also informed the committee that the annual check of the new boiler was due and the cost for this and the associated certificate was £45 Both costs were approved and Russell was authorised to instruct the work on the understanding that the condensate drain was concurrently dealt with.

### **Front (Road door)**

It was reported that the opening mechanism had been modified by G.S to allow the door to be opened.

**C.C.T.V. system** subject discussed

## **R.C. PIERS AND MOORINGS**

### **Limekilns Pier**

P.W. reported that the recent storm force winds had provided a significant test of the new mooring layout without any apparent problems presenting themselves.

There was some concern however that all the tenders for the boats in the harbour were secured to the one existing ladder. He believed that this problem could be ameliorated by a combination of providing the pier with more mooring eyes and more ladders. G.S had already manufactured mooring rings and P.W. now intended consulting members over the best way of deploying them to effect efficient tender mooring.

### **Lifting of sinker incident at Brucehaven**

PW reported that during the storm force winds recently encountered one of the Club's boats had been blown over at her moorings, nearly capsizing, with the weight of the boat pulling on the sinkers. The sinkers are not designed for this loading and the boat subsequently dragged her mooring and eventually collided with another boat. It had been pointed out that under Rear Commodores Rules, paragraphs 66, 68 and 81 of the Club's H/ B, variously put the onus for the integrity of sinkers and other mooring arrangements and responsibilities for potential damage firmly on members.

Notwithstanding the outcome of this particular event P.W. believed that the weight of chain utilised in the mooring of boats should be reviewed and possibly upgraded.

Other proposals discussed were:

- Whether the Club should buy in chain for resale to members
- Whether the Club should designate mandatory chain sizes for certain weights of boats
- Whether mooring chains should be equipped with weights to hold them on the ground
- Whether chains of a greater weight would form a catenary, thereby acting as a surge suppressor and stop the associated snatching at sinkers.

Eventually P.W. was tasked with bringing forward suggestions to improve the situation, which might be discussed and voted on at the AGM.

### **Draught Boards**

P.W. reported that these had now been 'painted up' and were now ready for deployment.

## **R.C. CLUB BOATS**

### **Safety Boat**

G.S. reported that

1. The overhaul of the Osprey's engine had been successfully completed.

2. The new propeller had increased the speed and efficiency of the boat markedly.

**Boat Cover**

G.S. said that he awaited the visit of the sailmakers Messrs Owen Sails to attend and to give him a price for the work. To date, however, they had not appeared and he therefore intended looking elsewhere for costings

**Insurance for 'Try Sailing'**

George had contacted the insurance company and they have confirmed that that Osprey is covered for transporting up to 12 people (probably more than the boat can carry!) at no extra cost.

**TREASURER**

**N.N.T.R.**

**SECRETARY**

**N.N.T.R.**

**SOCIAL CONVENOR**

**K.M. reported:**

**Regatta**

Catering arrangements were in hand for both days:

Saturday's Barbecue (comprising burgers, sausages, etc.) would start once the racing finished

Sunday's food would be: filled croissants and baked potatoes, the latter being pre baked and reheated in the Club.

**Dinner/Dance**

Kirsty confirmed that while there would be no separate vegetarian menu, there would, however, be a vegetarian option within our chosen menu.

## WORK TO BE UNDERTAKEN

ACTION ITEMS	Sponsor
Place electrical socket on south façade	D.S.
CCTV coverage	R. K.
Place Steel Bench to end of pier Patio Furniture - recoat with preservative oil	P.W.
Fit North Davit with an electric motor	P.W.
Mooring arrangements for the South Pontoon effect a permanent repair	P.W./G.S.
Access hand rails to be placed at locations at those places where balance might be problematic viz: <ul style="list-style-type: none"> <li>• The lower garden steps</li> <li>• Steps into the starter's box.</li> <li>• Steps at south entrance to clubhouse.</li> <li>•</li> </ul>	P.W./G.S.
Mast storage: This work will be undertaken at some time in the future.	P.W./G.S.
Basement Store - Roof replace	P.W.
Decoration - resolve the problems of the damp patches (See R.K.'s Report)	R.K.
Sealing of Window frames D.S. said that he had undertaken to place mastic between the window frames and window ingoes once again when the weather improved.	D.S.
Hall Middle door retain the status quo but secure the fridge with a hasp and staple	G.S.
Lighting to the south side of the building. D.S. had decided not to replace the floodlight above the door (which tended to blind people coming up the path) but to replace that fitting with two carriage type lamps fitted to the wall on either side of the door.C/F.	D.S.
Roof R.K. noticed that some of the slates had slipped and that there was a build up of mosses and lichens on the roof. It was agreed that he should	R.K

<b>approach Colin Buchanan (Roofer) with a view to resolving these problems – Once again Russell awaited the attendance of the roofer.</b>	
<b>Hand rails P.W. said that he would liaise with G.S. with a view to progressing the matter.</b>	<b>PW</b>
<b>Replacement of power plinth The new plinth was now to hand and will be fitted in the near future. C/F</b>	<b>PW</b>

The meeting closed at 21 05 hours

The next meeting will take place on Thursday 28<sup>th</sup> of July starting at 19:30 hours