

The minutes of Thursday 24th February 2011 have been adopted as an agreed true record of that meeting
Proposed: Denis Sullivan Seconded: Alastair Bullions
FORTH CRUISING CLUB
Minutes of Committee Meeting – Thursday 24th March 2011

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
C Scrivener	C S	Treasurer
I K Girvan	IKG	President
A Thomson	ST	Vice Commodore (Designate)
G Scrivener	GS	RC Club Boats
Apologies		
K Maguire	KM	Social Convenor

The Meeting was called to order at 19:35 hours

Representation from the Gala committee

Before addressing the usual business of the Club, the commodore introduced Alex Hill, Gala Chairman.

Alex said that his basic purpose was to ascertain whether there were activities undertaken by both the Gala Committee and ourselves which would benefit from co-operation between the two organisations.

He took as his basis our “Try Sailing” day and the Gala Raft Race events and considered whether the two events might be interwoven with other activities undertaken in support of the Gala Week. While this was considered an excellent idea by those present the discussion turned to practicalities of combining the requirements of the “Try Sailing” times followed by start time of the Raft Race. This was complicated by the timing of the tide on Sat 16th of July which would mean that the raft race would start on or after High tide. (Post Meeting note: Alex Hill writes in his email of 24/03” Just noticed that Aug 6th is good for tides... Can I ask if we can change the date of the proposed Raft race ‘Sail to work’ date to this, rather than July 16th?”) J.H. referred this to the committee.

Membership Applications:

Memberships Offered	Charles Penman
Membership Confirmed	
New enquiry	

New and Active Items

Comment
<p>Open Day.</p> <p>Beer cooler. The Commodore noted that the beer cooler had not yet been changed by the brewery and undertook to find out where the Bar Manager had got to in his negotiation with them.</p> <p>Bar License. See under Secretary (below)</p> <p>South façade lighting 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.</p> <p>Bar Clock</p> <p>D.S pointed out that notwithstanding the bar clock had been given the kiss of life in the form of a new battery, it still continued to run erratically. It was unanimously decided that a new clock be purchased that gave the correct time more than twice a day.</p>
<p style="text-align: center;">VICE COMMODORE/PRESIDENT.</p> <p>FCC Regatta 2012 ST reported that he had attended a meeting at Cramond Boat Club with other F.Y.C.A. Members during which he had been offered two possible weekend dates for the event - Sat/Sun 2nd/3rd June or Sat/Sun 16th/17th June. Given the configuration of the tides it was agreed that the former dates were the most suitable with high tide being at 13:36 BST.</p> <p>OOD S.T. confirmed that he had looked at the instructions detailed on the relevant section of the web site and found certain sections of the OODs duties to be daunting. He was especially concerned over the responsibilities of</p> <ol style="list-style-type: none">1. Abandoning the race in the case of too much wind. This being complicated by the previously applied rule that where two boats were willing to race then the race should proceed immaterial of conditions.2. The execution of the protest procedure.3. How duties of the OODs should be allocated for the season, and their training for the event. <p>After some discussion it was agreed that (and using the same notation ,above) that:</p> <ol style="list-style-type: none">1. Notwithstanding any consultation with those potentially taking part in a race the final decision whether or not to race, rested with the OOD.

2. There had not been a formal contested protest recorded within the Club in living memory. If the situation were to arise however, a protest committee would be constituted from within the non participating members of the racing fraternity, to resolve the issue in line with R.Y.A. best practice.

3. The O.O.D. roster should be populated with those people who had volunteered, (detailed in last month's minutes) giving those people two races each. If there was then a shortfall, volunteers should be called for at the S.GM. If none, then all boats' names would be put in a hat and the required number of names pulled out. With regard to training it had been decided that this would take the form of 'on the job training' wherein those not confident over procedures would ally themselves with a more experienced member until confident enough to 'go solo'.

In accordance with remarks under 3 (above) ST undertook to formulate a list of volunteers and pass them to J.H. to promulgate.

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.

This was being progressed by both IKG and S.T. and both were confident that handicaps would be in place prior to the racing season.

Starter's Box

IKG commented on the parlous state of the starter's box reporting that the wooden window frames were rotting; the box needed re-roofing and needed to be re-painted inside and out.

After some considerable debate, including suggestions for replacing the upper part or the entire box. with a bespoke purpose built shed and even replacing all the woodwork with brick – it was remitted back to ST and IKG to investigate and come forward with proposals C/F.

CRUISING CONVENOR

N.N.T.R

Cruising Programme

This could now be accessed on the website.

R.C. CLUBHOUSE

Condensate drain

Despite an undertaking having been given by the contract plumber to deal with the matter no one had yet appeared to undertake the work. R.K said that he would chase the firm up

Hot water

The discussions turned to the provision of hot water, especially to the male and female lavatories and the possibility of replacing the existing showering provisions with a single shower in both male and female facilities. RK was tasked with investigating these possibilities and reporting back to the committee. C/F

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. C/F

Front (Road door)

This was now completed and found to be of great help to J.H

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 approach Colin Buchanan (Roofer)with a view to resolving these problems

R.C. PIERS AND MOORINGS

Winter work Parties

These had now been suspended until the autumn.

Works completed

Starter's box steps

Increasing the patio area

Clearing the western garden

Clearing flower garden and partial turfing over. (to be completed when more turf becomes available.)

Extra moorings laid at Limekilns pier

Works in hand

Galvanised hand rails at:

The starter's box

The lower garden steps

The south entrance steps.

Works to be addressed

proposed mast park and mast stowage

Permanent repair south pole of south pontoon.(To be temporarily patched)

Plates to be made for affixing rubber fendering to pontoons.

Replacement of power plinth (on order.)

Replacement of lamp head at bottom of garden by item presented by Mike Brockie.

Dolphin Pole bearing Cardinal mark to be made vertical.

2011 Mooring arrangements

The plans for both Brucehaven and Limekilns Pier, had now been issued.

Craning in arrangements

PW was formulating a schedule of lifts for the weekend and GS confirmed that the Crane had been booked.

R.C. CLUB BOATS

G.S. reported that following discussions with the firm who maintained *Osprey's* outboard, they had informed him that the engine needed a complete overhaul which would require the purchase

of a service pack, timing belt and propeller for a cost of some £400. It was agreed that this was necessary and G.S. was asked to make arrangements for the work to be done. George also said that he intended to buy the new propeller with a different pitch which would hopefully improve the boat's performance.

Boat Cover

G.S. reported that the damage to the existing cover was now beyond economic repair and it would be necessary to obtain a new one to maintain security and watertight integrity. He continued by saying that he had already done some investigation into replacement materials and costs and awaited a visit from the sail maker based at Port Edgar who was suggesting P.V.C. for the job. G.S. undertook to report back once he had a recommendation to make.

TREASURER

N.N.T.R.

SECRETARY

Bar License.

J.H. reported that The Commodore Secretary and Mrs. M Hoyes had been in attendance when a Licensing Support Officer (L.S.O.) had carried out an inspection of the premises on the 11th March and had subsequently written to confirm that the premises complied in every respect with the requirements of the License.

Rates

It was also reported that the Secretary had completed and returned the annual rating relief Documentation and looked forward to confirmation that we would be given our usual 100% rating relief.

Membership fees

The Secretary asked the treasurer if she intended applying the usual 2.5% increase in fees for the period Sep.2011 – Aug 2012. C.S. confirmed that that was her intention.

SOCIAL CONVENOR

N.N.T.R. K.M NOT PRESENT

In K.M's absence the Commodore noted that although the Dinner/Dance was scheduled on the web site as t.b.a. he asked if any one knew whether the date and venue had been arranged since the last meeting. In receiving no response he undertook to contact Kirsty.

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.
Safety Boat replace mooring ground tackle	G.S.
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"> • The lower garden steps • Steps into the starter's box. • Steps at south entrance to clubhouse. • 	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.
Hall Middle door retain the status quo but secure the fridge with a hasp and staple	G.S.
Marquee D.S. asked A.B. whether he had been able to follow up on the marquee which had been discussed at the last meeting. A.B. replied not yet but would do so in the near future. D.S. said that he had been told that the cost of hiring a marquee similar in size to that used by the Gala Committee was £100 but only £400 to buy outright Action A.B.	A.B.

The meeting closed at 20 55 hours

The next meeting will take place on **Thursday 26th of May starting** at 19:30 Hrs