

Clwb Cychod Cemaes – Charles Henry Ashley – Cemaes Boat Club

Minutes of the meeting held on 20th January, 2020 in The Vigour

Present:

Richard Downs (RD)
Marilyn Downs (MD)
Ian Barnwell (IB)
Simon Drakley (SD)
Janet Whitlam (JW)
Mike Whitlam (MW)
Paul Beales (PB)
Keith Muscott (KM)
Richard Walton (Wally)

Apologies:

Sian Jones (SJ)
Alun Pari Hughes (APH)
Mike Thompson (MT)
Steve Bray (SB)
David Thornton (DT)
Norman Mason (NM)
Elfed Jones (EJ)
Jack Longman (JL)
Piers Beeland (PB)
Sue Beeland (SB)
Austin Stevenson (AS)
Alwyn Kay (AK)

Chairman's Welcome / review

Richard welcomed all to the meeting and thanked them for their attendance.

Minutes of the Previous Meeting 5.12.19

The minutes were agreed to be an accurate record of the meeting.

Proposed: Ian Barnwell

Seconded: Mike Whitlam

Matters Arising

- **Core Crew Training and Assessment**

A meeting with Bob Trueman will be arranged on Wednesday 26th February in The Vigour to progress this. Marilyn will send out an invite to all interested parties.
(Action MD)

- **Christmas Dinner Review**

Marilyn read a suggestion from David Thornton about a possible change of venue next year. Locations suggested were The Harbour, The Cefn Glas and Lastra Farm.

Some comments were made about the music being a bit intrusive and not conducive to conversation.

- **CHA Lecture 23rd January 2020 at Llanfechell – Caffi Siop Mechell – 7.00pm**
Really lovely venue at Caffi Mechell and Mike was thanked for his informative and interesting talk. Also thanks to David Thornton for making the arrangements.
- **Trailer**
There was a discussion about the solution regarding the use of a low loader from Phoenix Metals. Following a helpful conversation with Endaf Rowlands (a contact recommended by Elfed), Richard was put in touch with Alwyn Davies who owns Phoenix Metals. He would be able to provide a suitable low loader. Marilyn will email him to confirm this arrangement and whether there are any costs attached. **(Action MD)**

- **Grants**

Shell Grant – 2020

This was applied for in January by Marilyn, who has subsequently received confirmation that £350 will be granted. This is through their retired employee scheme and John Harrison has generously been the contact. The grant will be used for the purchase of necessary maintenance materials for the stern post repairs.

Magnox Grant – 2020

As recorded in the previous minutes, this is a match funded grant and it was decided to apply for the purchase of safety equipment (lifejackets and walkie talkies). Magnox has been asked for £550 – and Cemaes Boat Club will match fund this with £500, enabling the purchase of 14 new lifejackets and a set of Motorola Walkie Talkies.

All other matters arising would be dealt with through the agenda.

Cemaes CIC Update

A Press Release will be issued next week about the purchase of Capel Bethlehem by Cemaes CIC. It is also on the social media Facebook Page for Cemaes CIC.

There is also information about the Local Giving fundraising target of £5,000 to equip the Holiday Let which has raised £217.70 since it was set up a few days ago.

Treasurer's Report

Simon reported a balance of £4,087.60.

There are a few outstanding bills to be paid, which are not reflected in this balance. Simon reported that he had been to see the HSBC bank in Llangefni regarding a Business Review and had experienced a few problems because the mandate was out of date. It was unanimously agreed that Simon and Norman would be the two signatories on the cheque book and that Simon would sort this out as soon as he can by calling into the bank.

Simon requested permission to go forward with internet banking on the Business Account with himself as sole signatory. This would enable him to manage BACS transfers and pay bills more effectively.

The meeting agreed unanimously that this should happen.

Richard Downs
Chairman 20.2.20

Boatswain's Report

Norman has reported that there were some problems with Peibron's electricity due to the storms. Simon outlined the details of the work being undertaken. The stern post will be repaired following the advice of Mike Fox.

Gerallt has taken away the bronze fittings at the stern post and will manufacture suitable replacements with copper fittings as well as machining the four stainless steel bolts. Floor panels have been lifted and it appears that the airflow has assisted in keeping the boat interior drier. This will be replaced with silicon grease to maintain as watertight a seal as possible.

There is an air gap in one of the bilge pumps which will also need to be corrected.

This is a pretty substantial repair and maintenance programme and it may be that the boat will be a little later returning to the water this year.

Secretary's Report

Marilyn has been to see the new stock supplier (Seren Embroidery in Amlwch). A logo has been set up and Marilyn will send out details about how to order in the spring. (**Action MD**)

Membership Secretary's Report

Sian reported that we now have:

46 full members

11 friends

7 x 1 day sails

Website / Facebook report

Website update:

Janet Whitlam and Ian Barnwell have offered to help with the website and Marilyn will speak to Janet regarding training and arrange some dates for this as soon as possible.

(**Action MD**)

Facebook update:

This is regularly kept updated and all social events are advertised.

Future Events:

- Quiz Night: A different venue to the Vigour was discussed and Mike W offered to contact the Gadlys and see if they can come up with some suitable dates.
- Mike Thompson has offered to present another talk/lecture about CHA using the Vigour as a location. He will arrange a date with Marilyn.

AOB

- **Letter from David Williams**

Richard read out a letter that had been received from David Williams regarding a proposal from the newly formed 'Cemaes Beach Hut Company'. Mr. Williams was prepared to come to the next meeting of Cemaes Boat Club to present their idea for a Boat House for CHA.

After some discussion it was agreed that this would not be necessary because the proposal had already been made to the Cemaes CIC and a number of the Directors are also members of the Boat Club.

It was agreed that a written response would be sent answering all the points and informing Mr. Williams that Cemaes Boat Club was already working with Cemaes CIC to build a suitable boathouse.

The land is now purchased and planning permission granted. There is a fully costed business plan and a significant amount of work has already been undertaken.

Marilyn will draw up a written response reflecting the discussion at the meeting and send it out to all Officers before sending it to Mr. Williams. (**Action MD**)

- Work has been taking place on the Harbour wall and all the furniture (picture and money box) has been removed. Richard has the picture of CHA in storage, but the frame needs to be replaced. Simon offered to assist and will contact Cybi Plastics at Gaerwen. (**Action SD**)

Meeting closed at 20.20.

Next Boat Club Meeting in The Vigour:

Tuesday 7th April at 7.00pm – Annual General Meeting

MD: 23 /02/2020

APPENDIX 1

CHARLES HENRY ASHLEY LIFTING OUT PROCEDURE.

In order for the Charles Henry Ashley to be lifted out of the water efficiently and accident-free, it is recommended that the following procedure be adopted.

- * A Risk Assessment should be undertaken in advance of any action.
- * Bay Marine Insurers, our insurance company, have said that we are insured for a crane lift out and that we are covered by our own insurance if being lifted by a reputable company. Should an error on the part of the crane operator ensue, we would have to claim from them. Our Public Liability cover is £3 million.
- * Before the day, all those involved in the lift out should be clearly identified and have their roles explained to them. They should be equipped with high visibility vests and hard hats.
- * One, identified person should be in overall charge of the action. This means that only he/she should give instructions to the driver and all other participants should observe this.
- * All members of the public and CHA members not directly involved in the action should be told to stay well clear of the operation and asked not to interfere by giving alternative instructions or becoming embroiled.
- * An area of the car park will have to be coned and taped off in advance and relevant permission sought from the landowner.
- * On the morning of the lift out, a further briefing should take place to inform everyone of their roles and to make any changes caused by weather, sea state and timings etc. There will be two separate operations happening, one at the pier and one in the car park and it is essential that communication is clear between the two.
- * The crane driver, on arrival, should be told who to liaise with and to ignore instructions from anybody else. The noise from the engine, when running, makes communication between the boat and the shore difficult. Radios could be considered.
- * It would be worth considering marking the boat to show where lifting straps should be placed to lift the boat without damaging it or causing them to slip.
- * The Trailer must be made roadworthy. In particular:

The front wheels are too close together for stability, particularly considering the high centre of gravity when loaded and given the winding and sloping nature of roads to the storage location.

It must be fitted with brakes and lights.

The tow bar needs to be robust enough for requirements. It is likely to bend on manoeuvring round corners and if the towing vehicle needed to brake suddenly, could easily jack knife.

It needs to be Certificated for this type of use.

Further clarification is needed in a situation where if there were to be an accident on the public highway and/or a person was injured, or the boat damaged, to establish what our liability would be. It may well be concluded that a new trailer is required.

- A Debriefing should take place immediately after the operation. All involved should report back to say what had gone well and where improvements could be made. This will enable procedures and

the Risk Assessment to be amended where necessary and to ensure that the club learns from the experience.

Richard Downs 12/11/19.

With grateful thanks to Ian Barnwell.