



31 1/2

Spring, Summer, Autumn 2022

## **Welcome to the Spring, Summer, Autumn 2022 edition of 31½**

A single 31½ for 2022 might represent a lack of submissions but it also recognises changes in the use of social media and email by the club; however, 31½ continues to function as it always has as a record of the club activity supported by email, social media and Wilsonian Watch. As always, thank you to all the members who have contributed to this edition and the ongoing record of club activity.

Over the winter months why not take the option to consider an item for the next edition. Why not share your experiences of learning to sail at the club, your personal cruises on the river, sailing at different locations, any sailing or maintenance tips, or anything else which reflects the diversity of the club. If you are a fleet captain a record of the winter series and a look ahead to the main 2023 sailing season should be submitted by the March 2023 copy date.

David Wraight

**NEXT COPY DATE:** 15<sup>th</sup> March 2023

**Future copy dates:** 15<sup>th</sup> June 2023

15<sup>th</sup> October 2023

**Copy to:** editor@wilsoniansc.org.uk

**WILSONIAN SAILING CLUB, Hoo, Kent**

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**[www.wilsoniansc.org.uk](http://www.wilsoniansc.org.uk)**

**COMMODORE** Rachelle Hockey

**SAILING SECRETARY** Andy Hockey

The cover pictures show various sailing activities at and around the club in 2022

## Bosun's Fleet – Race 1 Sunday 1 May 2022

For a couple of sailors, it certainly felt like they should be calling 'May Day, May Day' on Sunday 1 May 2022 for the first race of the series in the Bosun's Fleet, as it was such close racing between 2x 2000's and 2x Streakers. There was good turn-out of 11 entries, with 4x Streakers and 4x 2000's, plus Alto, Wayfarer and Laser, despite the forecast of light winds and a strong tide, with an on-the-water start in Hoo Bay from Wilsonian the yellow peril. The wind had picked up just in time for the start, with one of the Commodores fleet taking an early swim soon after their start. Racing towards the first mark CB1 across the river, was very tight indeed. Nik, helming my boat (2000, Lazy Grey 22321), and I made the decision to start at Committee boat end and then put in a quick tack, which almost paid off although we had to dodge Anna in her Streaker, then Peter/ Dave (2000, 21971) just nipped ahead when rounding the CB1P mark, which started the game of cat and mouse for the rest of the course. The final decision after passing 31P, we were closing the gap, but should we stay near the moored boats or go to middle of the river? Well, they finally beat us by 32 seconds on corrected time. Even tighter racing between Anna (Streaker 1838) and Amanda (Streaker 1818) who was just pipped on the club line by 12 seconds on corrected time! Guess what, both winning boats went into the middle of the river – so there's a lesson learnt.

Rachel Sheridan  
2000 22321 Lazy Grey



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## The Golden Vanity - revisiting sailing history

After many enjoyable holidays on the Isle of Wight with my wife I had a long-standing wish to sail in the Solent around the Needles, so this summer I took a break from sailing Streaker 1820 to a weekend crewing on a hundred-year-old gaff rigged cutter the Golden Vanity. The ship was built in 1908 for the maritime artist Arthur Briscoe by J Sanders & Co on the River Dart. Although intended to be used as a yacht she was constructed as a gaff cutter to resemble the Brixham trawlers of her day and has the same solid build. Her name was taken from a ship in the sea shanty 'The Golden Vanity,' which dated from the seventeenth century.

As a marine artist, Arthur Briscoe used her to follow the fishing fleets which he sketched and painted, helping to record the last working days of sail. His wife Mary, and their numerous friends, crewed for him. Before the First World War they sailed Golden Vanity extensively in the southern North Sea, regularly visiting Holland and Belgium.

Golden Vanity was cruised by a variety of owners and made several trans-Atlantic crossings and when owned by a certain Peter Crowther in the 1970s, entered in the Observer Single-handed Trans-Atlantic Race in 1972 with a crossing time of 88 days. This remains the slowest ever crossing in the Original Single-Handed Transatlantic Race (OSTAR).

Golden Vanity currently displaces 23 tonnes, including 7 tonnes of lead ballast and is 37 feet long (54 feet with bowsprit) and a beam of 11 feet.

For more information on the life of the Golden Vanity there is an article in *Yachting World* (21<sup>st</sup> January 27, 2021).

The captain and me, first mate and three other paying crew met on Shamrock Quay, Southampton sleeping onboard the night before in readiness for an early start Saturday. Actually, it wasn't a particularly early start as we had to queue for diesel before setting off. Motoring down Southampton Water we arrived midday, in a light easterly breeze, in the middle of the Solent, Portsmouth to the left, Calshot plus power station to the right and Cowes dead ahead. The bowsprit was pushed out secured and cat's whiskers attached. The main gaff rig, stay sail, jib, top sail and flying jib was raised in this order by the crew. The technique used to raise the main gaff sail and gaff boom, which were heavy, involved raising the boom horizontally with two people on both the peak and throat halyards until the latter, the one next to mast was at its maximum then raising the peak halyard attached to boom end to its maximum. Final tensioning of halyards was by sweating the rope, one man leant back and pulled outwards and downwards and fed the rope for the tail man to secure onto the belaying pins in a figure of eight times three. Remaining rope was coiled,

and the slack was used to form a twisted bight loop to pass around the coil to hang onto the bitten.

Within 15 minutes, all sails had been set the aft stays adjusted and trailing ropes secured to the guard rail using Lizards and Turks Heads. However, the wind had all but disappeared and the tide carried us at a leisurely 3- 4 knots past Yarmouth to the port, Lymington to starboard and lastly past the brooding Napoleonic Fort, Hurst Castle on a spit sticking right out into the channel.



By 1700 on a glorious sunny summer's evening, we had run past the Needles which looked deceptively small against the chalk cliffs below Tennyson Down. Sailing for a further 30 mins we passed the deep-water mark and reached towards Poole before beating back to Alum Bay against an ebbing tide, shades of racing back to buoy 31 on the Medway especially with me, on the helm.

We anchored for the night in the shelter of Alum Bay for an evening meal of teriyaki salmon washed down with wine and beer. Last orders for the day were the first mate declaring his Scottish Ancestry, brandishing bagpipes and playing Flower of Scotland, Amazing Grace and Scotland the Brave.

We arose at 0630 the following morning and raised the anchor using the hand winch for the first and only time and motored around the Needles grabbing a breakfast of bacon rolls and scrambled egg. Bearing east towards St Catherine's Point the most southerly tip of the island, the wind was Force 4 bang on the nose, so it was a long motor trip past the very uninspiring south coast of the island. Odd tidal flows around the island across the wind caused lumpy patches of water in narrow bands and I enjoyed breakfast again. Past St Catherine's lighthouse all the sails were raised, and we set off on a port tack keeping well out to sea. Ventnor, the land slip, Shanklin, Sandown and Bembridge, wonderful parts of the island passed by on the port side in no time at all with cargo ships waiting to enter Southampton moored to the starboard. We arrived in Osborne Bay with the stately home visible to put in a 'quick gybe' and set off on the final leg home.

The Solent on a sunny summer afternoon with fair wind was full of radio chatter and yachts racing back and forth. The usual stuff to the coast guards, two jet skiers fallen into water urgent assistance needed, our spinnakers stuck at the top the mast and the halyard is stuck require assistance, etc, etc.

We sailed through across large widely spaced fleet of Etchells keel boats beating on both tacks towards a windward buoy far in the distance. We later discovered it was their nationals so angry shouts from a couple of boats were not unjustified. The end of the adventure was a leisurely sail up Southampton Water before dropping the sails and mooring back to our birth.



All-in-all a memorable weekend. There were plenty of opportunities to helm for all the crew. The weekend was provided by First Class Sailing, Southampton and whilst not cheap, for a not to be forgotten experience was well worthwhile for me.

Steven Dixon

## View from the decking

### 2000 Class Association National Championships at Castle Cove SC, Weymouth 14<sup>th</sup> to 19<sup>th</sup> August 2022

Castle Cove SC is one of my favourite National's venues. The club are so accommodating and well organised, which made the event enjoyable for all participants whether sailors or non-sailors. Many competitors commented that upon arrival at the club on Saturday, help was immediately available to unload and then set-up their boats even if, like Andy, Rachele and Jayne, they arrived at 8am!



The overall standard of sailing was considerably higher than previous years, with former Olympic medallist joining the 2000 Class Association National Championships. There was fairly close racing, with a windward/leeward course with a gate at leeward giving the choice of port or starboard rounding, most races being 2, 3 or 4 laps. For most races, there was only the course length separating the fleet of 59 boats between first and last boat, which made for some pretty exciting and tactical racing. All in the spirit of fun.



The format is 10 races over 5 days, usually 2 races per day, with mid-week lay day, usually Wednesday. All boats entries are checked off by the 2000 Class Association Technical Officers before the start of the event. However, the winds were really light when racing started on Sunday 14<sup>th</sup> August 2022 with Race 1 & 2 and continued on Monday, when only one Race 3 was completed with

racing postponed for Race 4. The Race Officer gave notice that the lay day would change to Tuesday, with better winds forecast for later in the week. This meant a catch up on Wednesday with 3 races back-to-back planned, many competitors were exhausted and by Friday all 10 races had been run.



There were 3 Wilsonian entries with Nina & Chris Wallis (21405), however there were several crew changes for the other 2 boats due to unforeseen circumstances. Sadly, Rachelle's health meant she was unable

to crew, so Andy Hockey teamed up with Jayne Thorpe (21914). The original plan was for Rachel Sheridan & Zoe Ralph to race (22321), and they had many weeks of practice at the club, unfortunately due to a 'cycling related' accident, Rachel broke her leg 2 weeks before the start of the event! After paying a small fortune to have a tow bar fitted, Zoe entered her own boat (2523) but had no crew! Several phone calls later, Jane Drummond was available from Monday onwards, although they had never met or sailed together, they had a good week. With no crew for the start of the week, quite literally in at the deep end, Satish who was a complete non-sailor, so why not start your dinghy racing as Day 1, Race 1 of the National Championships, what a great guy and what a great race! This was recognised by the Chairman of the Class Association who awarded the 'Champagne Moment' to Zoe & Satish.



There was a shore support team with Rachelle, Colin & Jane, Lesley, Geoff & Rachel, cheering on our sailors and enjoying a short break away to the Dorset coast.



WSC results Andy & Jayne (21914) overall 48<sup>th</sup> place, with best race results Race 10 in 36<sup>th</sup> place and Race 8 & 9 in 41<sup>st</sup> place both races. They were awarded with a case of beer for the most consistent sailors. Nina & Chris (21405) overall 53<sup>rd</sup> place, with best results Race 6 in 33<sup>rd</sup> place, and Race 8 & Race 10 in 43<sup>rd</sup> place in both races. Zoe & Jane/ Satish (2523) overall 56<sup>th</sup> place, with best race results Race 9 in 49<sup>th</sup> place, and Race 5 & Race 6 in 51<sup>st</sup> place in both races.

The overall final results top 10 places were all former National Champions or brilliant sailors plus sailors who had won many events on previous occasions. Lijia Xu (22674) said that she hadn't sailed for a few years since winning the Olympics, she hadn't met her crew Callum Farnden until the first day and also, she had never sailed a 2000 before, but still managed to come first. Congratulations to Lijia Xu and Callum Farnden our 2000 Class Association National Champions 2022.



Rachel Sheridan, WSC 2000 Fleet Captain, Lazy Grey 22321

## Summer 2020 or my day on a Topper ...

Today was interesting...thought I'd share, and I now have so much respect for all you people that do this on rainy/windy days 🙌🙌🙌🙌

Frankie is becoming a good little sailor, so I thought I'd have a go. I love learning new things, love water, and am close to being 48 soon I believe in keeping your brain & body active so I decided I would learn to sail...

What the hell was I thinking 🤔

Last week 1st lesson on a 2-man boat, with an instructor (who pretty much did everything I now realise) 20 degrees, light wind, mild tide. I loved it.

Today was slightly different...

I said I'd like to go in my own boat so I could learn from my mistakes and feel the boat/river. I was slightly excessive in my over steering so spent a good 15 mins just doing 360 degree turns. The boom in the middle just kept crashing into my forehead. Which hurts.

I don't think I looked up at all because I was probably confused and probably dizzy, so was completely unaware that the tide was taking me down river. I then managed to go right into the beach and get the boat stuck in mud. Then capsized and ended up stuck thigh deep in sinking mud, trying to push the boat up. Frankie (on safety boat) told me to walk, easy for him to say when I'm up to my crotch in mud!!!!

He got out and told me to crawl back to safety boat, which I obediently did, up to my waist in water. Still laughing now at that image. He sorted my boat in a flash.

I tried again and then had a '2-year-old tantrum,' according to Frankie. I just couldn't do it. There were some great bits, and your patience & tuition was great.

I will not be beaten, there will one day be a video of me sailing peacefully in total control.

Joanne Clark

## WSC 2000 Fleet 2022 season round up



Writing this article in early October 2022, there's still a few races until the end of 2022 season. Once again, the 2000 Fleet of 14 dinghies at Wilsonian SC has entries in almost every race on Sunday, many sailors in their own boats whilst others have been using the club 2000's. The 2000's were very popular at the club Open Day on Saturday 21 May 2022 as well as during Adult Week in July 2022, plus sailing during the season in the popular Saturday morning Skimmers and Saturday afternoon Rookies.

The WSC Sailing Programme is set out with four sets of series races over several weeks, mostly with 10 races per series as one morning and one afternoon race, being the Spring Points, Summer Points, Late Summer Points and Autumn Points, plus a variety of 'one-off' races as well as the Bosun/ Commodores series to showcase the amazing sail area we have on the River Medway.

Although we've had a season of good tides, unfortunately the weather has been very fickle, too much wind, the February 2022 hurricane with many boats damaged, or too little wind for example drifting around for South Kent Race as Brian will confirm after completing the six and half hour race in his Blaze!

2000 Class Association events went ahead as planned, with 3 boats entering the National Championships with Andy & Jayne (21917) overall 48<sup>th</sup> place, Nina & Chris (21405) overall 53<sup>rd</sup> place and Zoe & Jane/ Satish (2523) overall 56<sup>th</sup> place. The Millennium Series events are held at clubs across the UK, and I entered the event at Thorney Island with Geoff crewing for me.



Unfortunately, due to a 'cycling related' accident I broke my leg in July 2022 so that was the end of my sailing season. A number of 2000 sailors have had a busy year with the arrival of grandchildren, school studies and exams, work commitments, house moves, choice of alternative boats to sail, some sailors have health issues or, on a brighter note, enjoying amazing holidays. This has led to lower race entries than previous seasons, however I am confident that numbers will increase in the future,

and, on that note, it has been great to welcome Stuart Bailey sailing with his family in his newly purchased 2000.



The Sailing Secretary and some members of the Sailing Committee have decided that the final race series for 2022 Autumn Points will take a new format, no longer following the fleet racing but offering the choice of either a long or short course. The first day of racing the new format on Sunday 11 September 2022, the long course went to buoy 20 whilst the short course was effectively a lapping course and was completed in under 30 minutes! I also understand that there are some dramatic changes proposed for the future of sailing at Wilsonian SC and I would welcome feedback from 2000 Fleet, although I guess technically speaking, there is no longer a 2000 Fleet.



Rachel Sheridan,  
WSC 2000 Fleet  
Captain, Lazy  
Grey 22321



**As required by the club rules the minutes of the 2022 AGM are published here. These minutes will be offered up for approval at the 2023 AGM**

**MINUTES OF ANNUAL GENERAL MEETING ON 19th February 2022  
19.00 HRS.**

**1 Attendees**

22.01	15 Members attended in person at the Club. 20 Members joined online via Zoom.  Therefore, under Rule 5(d) a quorum was formed.
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**2 Commodore's opening remarks.**

22.02	<p>Welcome to our first hybrid AGM, we appreciate for some of our members it may still be challenging to attend a meeting at the clubhouse and have decided to try to give options regardless of your personal situation.</p> <p>I would like to start with a plethora of thanks although I fear I may not capture everyone with my comments so please know that I am grateful to you all for supporting our club. First and foremost, we could not function as a club without the support of our members.</p> <ul style="list-style-type: none"><li>• Duties - this was an incredible challenge this year and many of you stepped in to keep the club running. Some of you offered your support over many duty days and often at short notice. Thank you for helping us keep the club running.</li><li>• Sailing committee - thank you for keeping a programme running often with late notice tweaks.</li><li>• Martin Vinton - I'm sure your wife thought you had moved out! You have managed the site and maintenance almost daily since the pandemic begun. Thank you for all of the support you provide for us all and especially for me. I also extend this to the flag officers who have supported me with great patience.</li></ul>
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- All officers and assistants spend many hours performing the administrative and behind the scenes work that keep our club running. This takes much more time than many appreciate and it is all provided voluntarily with great passion. Thank you.

Well, 2021 was definitely a better season than its predecessor!

Darren and Andy kicked the year off with the Tuesday and Wednesday sailing and it was great to see so many of you on the water. I was given rapid training on the RO role and have the greatest respect for all of you who do this as a duty. I was lucky I didn't have the racing red mist to deal with and it was a challenging role.

I must take this opportunity to thank Roy Winnett who does the real magic with the results! Roy has done this quietly in the background for many years and is the person we must thank for our regular results reports.

Open day has become one of my favourite days and the Wilsonian's truly showcase our club and the members. I cannot begin to count how often I am told what a friendly bunch we are. Please remember to look out for new faces and check that they are ok...the things we take for granted at the club may be a mystery to a newer member of the sailing family.

Junior week is another favourite event on my calendar. Our grown up 'juniors' return! They share their experiences with our next generation and are shining role models. I appreciate the time they give us and the bond that they still share.

Adult week was our second this year, you don't have to commit to the entire week so if you haven't joined in with this event why not?

With the support of Jane Cornwell I have tried to increase our social calendar this year. Each of the activities proposed by Jane and supported by various club members have been an overwhelming success. I hope you joined in for at least one. It quickly became obvious that the planning and executing of an event is far too much hard work and responsibility for one pair of shoulders. We have talked about this extensively as a committee as it would be a shame to lose momentum on what has started so well. A social position will continue but this will sit back within the umbrella of the house committee as an additional house committee member under the house secretary. Thank you, Jane, for your hard work getting this off the ground and I am pleased that you will be standing again this year with the house committee.

22.03	<p>Apologies for absence were received and recorded from:-</p> <p>Jayne Lambert  Nik Atoniades  Rachel Sheridan  Andy Gibbs  David Evans  Janice Smith</p>
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#### 4 Approval of previous minutes

22.04	<p>The approval of the Minutes of the 2021 Annual General Meeting of the Wilsonian Sailing Club held on the 20<sup>th</sup> February were proposed by Christine Godber and seconded by John Hewitt as a true and accurate account.</p> <p>Within the room 14 agreed, none objected and 1 abstention was recorded.  On Zoom 15 agreed, none objected, 2 abstained and 3 unrecorded.</p>
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#### 5 Matters arising from the 2021 AGM

22.05	No matters were arising.
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#### 6 Presentation of the Reports

22.06.01	<b>Presentation of the Treasurers Report</b>
22.06.01/1	<p>The Commodore explained to the members that unfortunately our Treasurer was unable to attend the AGM due to illness. Therefore, the Committee would attempt to answer any specific questions raised, but members may be asked to submit an email with their question with a response following ASAP.</p>

22.06.01/2

### Treasurers Report

Accounts for 2021 have been audited by Jo Wicken and are attached with the AGM reports. Due to the pandemic our income and bulk of expenditure is still lower than pre-pandemic levels.

Key points in the audited accounts:

#### **Income and Expenditure.**

**Food** income £8,456.37 against expenditure £7,781.20 appears to show little profit. However food expenditure for Adult Sailing week (£640.36) and Junior sailing week (£1,336.90) was paid for within the event income. If applied to food income this would increase it to £10,433.63 and food profit of £2,652.43.

**Membership** income is lower due to the club committee decision to reduce fees for 2021 in view of the pandemic.

**Excise Duty Refund.** We pay around 59p tax per litre for petrol and can claim back this excise duty for fuel used for our Safety boats. This year we reclaimed 3 years tax £1,945.96. We have used less fuel during the past 3 years due to the pandemic, with the 2018 refund at £2,602.53.

**Grants** – We received pandemic grants from Medway Council totalling £11,050.86 due to not being open during the early part of 2021.

**Boat maintenance** includes early season problems with RIB outboards, Laser 2000 repair and various items including sails, trolleys and GPS Plotters/Echo sounders for Bluebird and Kittiwake.

**Site maintenance** includes £12,477 for new generator and installation, Blue Generator repairs, new Clothing store and replacement padlocks/keys.

Our **overall income and expenditure** shows a loss of £7,116.42. However £12,477 of expenditure was for the new generator, using the saved money in the Generator fund.

#### **Balance sheet:**

**Current assets** show less money in the bank compared to 2020, mainly explained by lower membership income, grant income and generator purchase.

**Key deposits** are lower due to removal from deposit reserves for those members who have left the club without returning their keys and thus forfeited their deposit.

Boat and Generator fund balances are lower.

A few notes from history:

Boats and engines –

2003 - Yamaha 9.9

2007 – Dunlin and 40hp outboard

2008 – Kittiwake - Yamaha 60hp outboard

2010 - Wilsonian

2013 - 3 x Optimists, Bluebird Yamaha 50hp outboard, Kittiwake new tubes

2014 - Feva, Tohatsu 9.9hp outboard, Dunlin Yamaha 40hp outboard

2016 - 2 x Laser 2000s, 2 Toppers

2017 -2 x Laser 1, Kittiwake Yamaha 60hp outboard, Optimist

2018 - Dory (Heron)

2019 - Dory (Grebe), Yamaha 15 outboard.

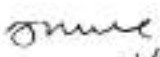
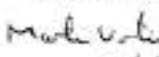
Blue Generator purchased 2009 £13,000.

White generator purchased 2021 £12,477

We are planning to purchase a replacement 50hp outboard for Bluebird and an extra 15hp outboard for the Dories in early 2022.

Many thanks for our Auditor Jo Wicken, who has again thoroughly checked our accounts to ensure that our money is being properly accounted for.

22.06.01/3 Treasurers Accounts as presented.


Wilsonian Sailing Club Report for 12 Months Ending 31 Dec 2021	Dec-21	Dec-20
<b>Income</b>		
Kitchen/Bar + Func	£8,456.37	£1,019.28
Clothing etc. Sales	£146.50	£33.00
Subs/Joining/Dinghy Fees	£37,810.00	£37,997.25
Donations/Sponsorship	£30.00	£30.00
Excise Duty Refund	£1,945.96	£0.00
Training & Junior Week	£4,743.00	£249.00
Events	£2,577.00	£140.00
Key Deposits	£270.00	£60.00
Chicken Shed Rent	£2,209.50	£3,560.00
Bank Interest	£6.48	£98.06
Grants	£11,050.86	£10,000.00
<b>Total Receipts</b>	<b>£69,245.67</b>	<b>£53,186.59</b>
<b>Expenditure</b>		
Food & Drink + Func	£7,781.20	£1,209.38
Clothing etc. Purchases	£104.64	£0.00
Medway Regatta	£0.00	£30.12
Training & Junior Week	£1,924.24	£0.00
Events	£1,037.28	£0.00
Telephone	£485.33	£348.21
Subs/Donations/Licences	£2,244.60	£3,629.10
Rent & Rates	£8,537.55	£8,346.76
Boat Maintenance	£7,685.04	£3,090.70
Site Maintenance	£29,472.71	£5,025.93
Kitchen Equipment	£0.00	£230.34
Insurances	£5,945.59	£5,748.30
Cups & Prizes	£158.75	£379.55
Printing/Postage/Stationery	£274.42	£308.32
Membership/Scy/Labels	£1,030.00	£828.00
Water/Sewage/Waste	£2,745.10	£1,944.98
Fuel	£5,131.16	£2,397.57
Radios Maint. New	£32.52	£229.95
Chicken Shed Rent	£1,262.67	£2,531.00
Chicken Shed Overheads	£71.03	£353.45
Key & Subs Refunds	£60.00	£75.00
Sundry Payments	£90.01	£130.04
Card Charges	£47.98	£5.16
Club Cleaning	£740.27	£100.00
<b>Total Payments</b>	<b>£76,362.09</b>	<b>£36,234.76</b>
<b>Surplus Income/Expenditure</b>	<b>-£7,116.42</b>	<b>£16,951.83</b>
Hon. Auditor	Hon. Treasurer	
 Jo Wicken 1/2/22	 Martin Vinton 2/2/22	

Wilsonian Sailing Club

Balance Sheet as at 31 December 2021

	31-Dec-21	31-Dec-20
<b>Current Assets</b>		
<b>Cash at Banks</b>		
Barclays Current Account	£25,738.45	£16,641.99
Barclays No 2 Account	£5,926.00	£9,677.00
Barclays Trust	£1,313.56	£1,313.44
Barclays Active Saver	£50,556.49	£50,551.43
Barclays Base Rate Reward	£15,579.23	£28,246.48
	<u>£99,113.73</u>	<u>£106,430.34</u>
Stock at Cost	£423.93	£234.86
Clothing stock	£360.99	£354.91
Petty Cash (til/Safe)	£616.57	416.38
	<u>£1,401.49</u>	<u>£1,006.15</u>
<b>Current Liabilities</b>		
Chicken Shed Liability	£810.33	£500.00
Membership in advance	£5,916.00	£4,667.00
Key Deposits	£2,535.00	£2,725.00
The Bourner Fund	£1,313.56	£1,313.44
Boat Fund	£13,961.83	£14,837.00
Generator Fund	£1,617.40	£18,200.00
	<u>£26,154.12</u>	<u>£42,242.44</u>
Net Current Assets	<u>£74,361.10</u>	<u>£65,194.05</u>
Fixed Assets	<u>£101,091.03</u>	<u>£97,276.68</u>
Total Assets	<u>£175,452.13</u>	<u>£162,470.73</u>

Hon. Auditor

  
Jo Wicken 1/2/22

Hon. Treasurer

  
Martin Vinstoff 2/1/22

## Wilsonian Sailing Club

Dec-21

## Bank Reconciliation

## Account No.1

Opening Balance	£16,641.99
Income	£22,924.84
Transfers	£39,920.31
Expenditure	<u>(£58,718.69)</u>
Balance per statement	<u>£25,738.45</u>

## Account No.2

Opening Balance	£9,677.00
Income	£41,169.31
Expenditure	
Transfers	<u>(£44,920.31)</u>
Balance per statement	<u>£5,926.00</u>

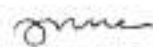
	Trust	Active Saver	Base Rate Reward
Opening Balance	£1,313.44	£50,551.43	£28,246.48
Transfers			<u>(£12,668.55)</u>
Interest received	£0.12	£5.06	£1.30
	<u>£1,313.56</u>	<u>£50,556.49</u>	<u>£15,579.23</u>

	Opening Balance	Closing Balance
Opening balances No.1	£16,641.99	£25,738.45
No.2	£9,677.00	£5,926.00
Trust Account	£1,313.44	£1,313.56
Active Saver	£50,551.43	£50,556.49
Base Rate Reward	£28,246.48	£15,579.23
Cash	£416.38	£616.57
Total	<u>£106,846.72</u>	<u>£99,730.30</u>

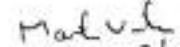
Difference (£7,116.42)

Agrees with income/expenditure from No.1, No.2 &amp; Saver accounts and Cashbook

Hon. Auditor

  
Jo Widen 4/2/22

Hon. Treasurer

  
Martin Vinton 2/1/22

Depreciation of Fixed Assets Year Ending 31 Dec 2021

Fixed Assets	Rate	Years	Clubhouse	Generator	Roads & Digby Park	Boats	Equipment	Radios	Fittings & Furnishings	Total
Cost to 31 Dec 2020	3%	33	£89,302	£12,318	£50,593	£129,191	£21,678	£4,791	£15,074	£322,945
Additions				£12,477						£12,477
Depreciate			£24,815		£0,591	£129,191	£21,678	£4,791	£15,074	£335,442
Cost to 31 Dec 2021			£67,151	£10,294	£37,611	£94,897	£17,577	£9,665	£13,794	£225,689
Depreciation to 31 Dec 2020	15%	7	£2,344		£12,980	£34,494	£4,102	£126	£1,280	£97,277
Written down value to 31 Dec 2020	7%	34				£5,174	£738	£31	£224	£8,643
Charge for year 2021 (excludes additions during year)			£1,265	£322	£909	£5,174	£738	£31	£224	£8,643
Depreciation to 31 Dec 2021			£4,416	£10,516	£18,519	£99,871	£18,315	£4,697	£1,418	£254,351
Written down value to 31 Dec 2021			£40,886	£14,299	£12,072	£29,320	£3,364	£94	£1,056	£101,291

Increased Value in Fixed Assets in Year to 31 Dec 2021

£3,814

*Driver*  
1/2/22  
*Mandul*  
2/1/22

22.06.01/4

Questions Invited

Questions were invited from the floor and from online participants. No questions were raised.

	<p>The Commodore reminded everyone that questions can be raised by email if that was preferred over asking in an open environment.</p>
22.06.02	<p><b>Presentation of the Honorable Secretary Report.</b></p> <p>Well, this has been my first year in the role as Hon Secretary of the club. I won't pretend, I am still learning the ropes, but what a great club. Whilst 2021 was in some respects far better than 2020, it was certainly not without its challenges for most of us. The dreaded "C" word still touched most of our lives and trying to keep safe and more importantly protect others was as challenging as ever.</p> <p>Part of my learning over the last year is also to try and understand, with the Committee, what the future of the club might look like. This is a club, run by members for its members and as such we don't have bottomless pockets of money to pay for staff or start large scale development or refurbishment projects – as much as we would wish to. In fact, the club is run by a small number of really dedicated people who do so without pay but whose efforts, without which, would quickly bring the running of the club to a grinding halt. This includes those small handful of folks who step in at the last minute and undertake vacant duties or give up much of their free time organising events. For this I unashamedly give my personal thanks and I am sure you would join me in that sentiment as well.</p> <p>So, what did the committee get up to in 2021? The Committee voted on 28 motions (excluding agreement of minutes) during the year. The majority was voting in new members to the club, but also included important changes to how the committee can operate in the future and is part of a motion put to members in this AGM. We also looked at ways we can reduce the administration burden on the club and voted to move to a new online renewal system, which is further explained in Jason's Website and Publicity Report. We voted to improve the security of the club with new suited padlocks and improve the generators and equipment including purchasing new engines for the safety RIBS, again covered in more detail in Geoff's, Bosun's report. We also looked at ways we could improve the experience of new members who join the club who might find the first few weeks of membership daunting, championed by Colin Treadwell. In addition, we looked at ways we could obtain grants and sponsorship and many thanks goes to Martin Vinton who championed this cause. We were also in close dialog with Medway Council on their plans for a recreational park following the sale of the farmland by our landlord. This could be a marvellous opportunity for the club but doesn't come without certain risks. Thanks to Bernard's efforts we were discussing how the council could help improve our security and access into our club. Regrettably, we have just heard that the whole project is now going to be delayed by two years.</p> <p>Two Subcommittees were formed in 2021. The first was looking at club development, but this was put on hold because of the pandemic crises. The second was looking at how we are safeguarding our junior members to keep them safe whilst at the club and ensure we comply with best practice where we can.</p> <p>Finally, if you have any questions please feel free to contact me at <a href="mailto:wsc.secretary@wilsoniansc.org.uk">wsc.secretary@wilsoniansc.org.uk</a> or just approach me at the club.</p> <p><b><i>Simon McCausland – Secretary.</i></b></p>
22.06.02/1	<p><b>Questions Invited</b></p>

	<p>Questions were invited from the floor and from online participants. No questions were raised.</p>
22.06.03	<p><b>Presentation of the Sailing Secretary's Report</b></p> <p>Hi folks,</p> <p>Last season saw the slow return of our full sailing programme other than the River Challenge.</p> <p>Changing rooms reopened during April, followed by the kitchen and club house. Normality eventually resumed. Many thanks to the volunteers who came forward for duties and thank goodness that Dutyman resumes this season.</p> <p>The return of committee boat starts to Commodore races was well received and will continue this season. The River Challenge returns on the 25<sup>th</sup> and 26<sup>th</sup> June 2022 for all of the windward leeward fans. Open day was hugely successful with more than 25v new memberships and lots of smiling faces amongst our visitors who totalled around 130.</p> <p>New for 2022 is RIB cruises, organised by Martin Vinton with details to follow.</p> <p>During the summer evenings a new Tuesday sailing session was introduced along with the return of our Wednesday night racing. With sufficient volunteers this can continue for 2022.</p> <p>It was good to see both juniors and adults racing on Sundays and even extending into the Frostbite series. Please feel free to advise and encourage anyone coming over to Sunday racing from Saturday training. I'm pretty sure that Enya Gibbs this year's Frostbite champion won't mind if you ask for a few tips!</p> <p>Wishing you all a successful 2022 season.</p> <p><b><i>Andy Hockey – Sailing Secretary</i></b></p>
22.06.03/1	<p><b>Questions Invited</b> - Questions were invited from the floor and from online participants.</p> <p>RW asked whether the Sailing Secretary still wanted him to put the sailing results on Sail Manager. AH confirmed that this was still required.</p>
22.06.04	<p><b>Presentation of the Training Report</b></p> <p>During 2021 we carried out various sailing and powerboat courses. Sailing training took place during adult sailing week, Junior week and a training course.</p> <p>5 powerboat courses were run, including Powerboat 2 and Safety boat teaching 24 students.</p> <p>Mid-week powerboat courses, including during school holidays have been very successful, with less disruption to weekend sailing events and more powerboats available.</p>

	<p>Our annual RYA inspection was successful this year. Many thanks to all the hard-working instructors who have enabled the courses to be run. For 2022 we hope to continue running mid-week courses, plus Junior and Adult sailing weeks.</p> <p><b><i>Martin Vinton</i></b></p>
22.06.04/1	<p><b>Questions Invited</b> - Questions were invited from the floor and from online participants.</p> <p>JH asked whether the dates for training could be published as early as possible for the whole year. It was confirmed that the Committee were looking to do this as quickly as possible.</p> <p>CG stated that if we could get the dates early enough then we can put into the sailing programme for 2022.</p>
22.06.05	<p><b>Presentation of the Bosun's Report</b></p> <p>A few problems at the start of the season, all three RIBS had blocked fuel filters that were hidden from view and not shown in the workshop manual as soon as these were replaced we didn't have any more problems. Halfway through the season I discovered that one of the RIBS was filling its sump up with petrol we discovered that the fuel pump diaphragm was split so a new pump was fitted. New fuel lines have been put on the RIBS as the old ones had leaking valves. The yellow committee boat had to have its throttle and gear cables removed and greased as they were getting stiff and not returning to their correct positions. Late in the season Dunlin had an accident when an anchor punctured one of the sponsons. A patch has been put and is now all ok. As a result of this incident new anchors have been purchased for the club racing marks that don't have any sharp points or edges.</p> <p>The two larger RIBS have had plotters fitted in line with RYA recommendations for powerboat training. Dunlin has an "A frame" fitted to mount the aerials and flags. The club has ordered a new 50HP outboard for Bluebird as the old one has a lot of corrosion on the leg and is about 10 years old. We have also ordered another 15HP outboard for the second Janneau club sailing boats.</p> <p>Most of the dinghies have been well used this season. One of the Laser 2000 was involved in an accident during Adult week and had to go away for professional repair in September and now looks as good as new.</p> <p>Can I please remind members that although we don't charge for the use of club boats you still have to get permission from the CDO before taking a Club boat out on the water and please remember to wash the boat including the sails before you pack everything away neatly. Any thing you find broken or damaged must be reported to the CDO so it can be fixed for the next person.</p> <p><b><i>Geoff Lambert Club Bosun.</i></b></p>

22.06.05/1	<p><b>Questions Invited</b></p> <p>Questions were invited from the floor and from online participants. No questions were raised.</p>
22.06.06	<p><b>Presentation of the House Committee Report</b></p> <p>2021 Started with a Total Lock down. The galley was closed – but our Resilient Members were not deterred. They donned their wet suits and changed outdoors. They brought their packed lunches and thermos flasks and huddled around their boats. Social discourse was socially distanced. The British Spirit still going strong despite the C word</p> <p>We tried to run the galley within the parameters of the ever changing rules. As winter turned to spring, Penny’s Tuck Shop appeared, so did the gelling of hands and frantic wiping of surfaces. We relied on the Honesty Box and members not scalding themselves in the process of making themselves DIY tea and coffee. Some members excelled in the ‘Bake Off’ Department to the detriment of our waistlines. Even the Dinosaurs embraced the New Technology card reader.</p> <p>The BBQ resurfaced and was in constant use both Saturdays, Sundays and any Day that involved Sailing.</p> <p>A big thank you to the Saturday Girls Jane Cornwall and Emma Russell who resiliently soldiered on to provide the Skimmers and Rookies with drinks and nourishment.</p> <p>However, during the spring and summer months we had big problems filling the Sunday duties. We are indebted to those volunteers who were continually offering their services and not sailing themselves. During the Autumn series the duties were covered and it almost felt like the club was running normally.</p> <p>We managed to run several social events despite the difficult circumstances. Jane Cornwall helped organise the following events with the help of members:  We raised £530 for McMillan in September. A big Thank you to all the Super Bakers!  The Quiz Night in October raised £112. A big thank you to the Quiz Master Stuart Angell for making it a memorable event.</p> <p>In November, we had a Wine &amp; Cheese Evening and Paul Thorpe impressed members with his knowledge of Kentish Meopham wines.</p> <p>The Advent rings and Christmas wreath evening in December was a resounding success. Hopefully, we can have another evening next year.  19<sup>th</sup> December we had wine and nibbles following the last race.  New Year’s Evening was attended by the hardy few. We had a Grand National Event and Members were betting big bucks. Gavin Cope accumulated winnings in the sum of \$80 which he exchanged for a box of M&amp;S biscuits. The Fireworks display from the balcony overlooking the South Shore matched the London display and it was free!</p> <p>We had high hopes with regards to planned meal events. However, due to the increasing Covid numbers in the population, attendance to our events has waned. A third of members who were going to attend the Prize Giving have given their</p>

	<p>apologies. With so few left to attend it has been decided to cancel the event. Members who have paid a deposit will have their monies refunded as soon as possible.</p> <p><b><i>Nina Wallis – House Secretary</i></b></p>
22.06.06/1	<p><b>Questions Invited</b></p> <p>Questions were invited from the floor and from online participants. No questions were raised.</p>
22.06.07	<p><b>Presentation of the Website and Publicity Officers Report</b></p> <p>Over the last year, the club has moved a large proportion of its operational tasks into the cloud. This has recently been seen by the membership with the online renewal form. The management of memberships is now unified into a central and manageable online system, securely sited and at a fraction of the cost of other systems.</p> <p>The intention was to not only move to a more secure way of storing membership data but to eradicate the lengthy manual tasks assigned to the renewal secretary and committee members.</p> <p>This year's process was used to recapture and cleanse the membership data as well as provide an easy solution for members to renew online. Next year's renewal process will be an abridged version where the member can review, edit and submit their details without the need to start from a blank form.</p> <p>A number of other in-flight projects are currently underway including:</p> <ul style="list-style-type: none"> <li>• Internal communications system - A central email system to contact the membership based on what the member prefers to receive.</li> <li>• External communications system - Managing requests from non-member in a quick, easy, and task-oriented way.</li> <li>• Duty Management - A solution similar to Dutyman, but without the headache of current systems.</li> <li>• Clubhouse Screens - A new system has been built and will hopefully go live for the start of the season.</li> </ul> <p>I placed a post on social media last year requesting help from anyone that would like to use their creative flair for our public Facebook page. This includes what we get up to, good things that go on, race results, and training events. In fact, anything that gets the wider community to enquire about the club. With this, we need someone who would be willing to create a weekly post and manage messages that they generate. If you are willing, please reach out.</p> <p><b><i>Jason Ramsden – Website &amp; Publicity Officer</i></b></p>
22.06.07/1	<p><b>Questions Invited</b> - Questions were invited from the floor and from online participants.</p> <p>RW asked whether we still wanted to put on our website all the historical data around previous Regatta's such as photographs etc. JR confirmed that he did.</p>

22.07	<p><b>Motion to change Rule 2(e) and Rule 2(g) - Meeting management and voting rights at General Committee Meetings</b></p> <p>The Commodore introduced the proposed rule change and explained the confusion around some of our existing rules in respect of the meaning of ex-officio officers at the General Committee meetings. The rule change proposed would clarify matters and streamline the meetings for the future.</p> <p><u>Purpose</u> To consider rationalising the structure, reporting lines and voting rights of the General Committee with a view to streamlining meetings and decision making at General Committee meetings, thereby aiming to achieve greater efficiencies in terms of discussions, meeting duration and decision making.</p> <p><u>Background</u> The composition and voting rights of the General Committee are established by the Rules of the Club, specifically Rules 2(e) and 2(g), each of which provides as follows:</p> <p>(e) <i>The General Committee of the Club shall consist of Officers, ex-officio, the House Secretary, the Sailing Secretary, the Club Bosun and six members of the Club elected by the Club in General Meeting to hold office until the conclusion of the next Annual General Meeting, but shall be eligible for re-election. Six shall form a quorum. (No Flag Officer shall be eligible for more than three consecutive years in the same position.)</i></p> <p>(g) <i>The General Committee shall have the power without reference to a General Meeting to appoint Assistant Officers if necessary. They shall be ex-officio members of the General Committee.</i></p> <p>As a consequence, the General Committee currently comprises of some 30 persons in total, as follows:</p> <ul style="list-style-type: none"> <li>- 14 persons formally voted in by the general membership at AGM, and</li> <li>- 16 persons (approximately) appointed by the General Committee as Assistant Officers (“ex-officio”)</li> </ul> <p>Such a large composition does not lend itself to brief and efficient meetings or decision-making processes, and could arguably serve to hinder same, resulting in longer committee meetings, delayed decision making and reduced efficiency more broadly.</p> <p>Despite the best efforts of Commodores and Honorary Secretaries in following best practice meeting protocols, it is not uncommon for committee meetings to exceed 2 hours in duration, which can ultimately serve to drain the enthusiasm of some, or all, committee member. Furthermore, whilst there are six members of the General Committee contributing greatly to the affairs of the Club, none of these have a pre-determined role or area of responsibility.</p>
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	<p>Subject to acceptance of this Proposal by the membership, Assistant Officers would be represented at General Committee meetings by an Officer and/or Sailing Secretary and/or an appointed General Committee member, as appropriate. As and when required to do so, such Assistant Officers may be requested by the General Committee to attend a particular meeting(s) for the purposes of informing discussion.</p> <p><u>Proposal</u></p> <ol style="list-style-type: none"> <li>1) To change the composition of the General Committee from (potentially) 30 to (definitive) 14, to comprise solely of - Commodore, Vice Commodore, Rear Commodore, Honorary Secretary, Honorary Treasurer, House Secretary, Sailing Secretary, Bosun and six members of the Club elected by the Club in General Meeting.</li> <li>2) To allocate each of the six General Committee members, currently without portfolio, a defined role supporting one of the Officers and/or the Sailing Secretary. In so doing, each such General Committee member would (a) gain valuable experience in the affairs of the Club and (b) provide active support to reduce or spread the workload of the Officers and/or Sailing Secretary.</li> <li>3) To change Rules 2(e) and 2(g) as follows (red font used solely for ease of reference): <ul style="list-style-type: none"> <li><b><u>Rule 2(e)</u></b> <i>The General Committee of the Club shall consist of Officers, <del>ex-officio</del>, the House Secretary, the Sailing Secretary, the Club Bosun and six members of the Club elected by the Club in General Meeting to hold office until the conclusion of the next Annual General Meeting, but shall be eligible for re-election. Six shall form a quorum. (No Flag Officer shall be eligible for more than three consecutive years in the same position.)</i></li> <li><b><u>Rule 2(g)</u></b> <i>The General Committee shall have the power without reference to a General Meeting to appoint Assistant Officers if necessary. They shall be <del>ex-officio members of the General Committee requested to attend meetings of the General Committee from time to time, but shall have no voting rights at such meetings.</del></i></li> </ul> </li> </ol>
22.07.01	<p><b>Questions Invited</b> - Questions were invited from the floor and from online participants.</p> <p>JH asked whether the confusion on ex-officio officers was on all committees such as House Committee etc. RH explained that the confusion only centered around the General Committee (GC) as it was more clearly defined what ex-officio meant on other committees.</p> <p>GL asked whether any member can just attend a GC meeting. RH explained that no, you have to be invited to attend. However, if a member has a question or wishes to propose something to the General Committee, they should send this to the Hon. Secretary who will either champion on their behalf at the General Committee or will invite the member to present at the meeting themselves. However, their attendance at the meeting will be for their agenda item only.</p>

	<p>DZ asked why the position of Cruising Secretary wasn't on the position of officers listed to be nominated at the AGM. CG also asked, as the position of Cruising Secretary is stated in the Rules. It was pointed out that the work both the Cruising Secretaries do is very much appreciated but the role of Cruising Secretary is mentioned in Rule 7 in terms of the make-up of the Sailing Committee. Therefore the role of Cruising Secretary is one within the Sailing Committee not the General Committee. Rule 9 states what positions (as well as Sailing Secretary) needs to be put before the AGM and Cruising Secretary is not one of them. SM stated this could be construed as an anomaly in our Rules, but it is as our rules state. The GC had recognized a number of anomalies in our existing rules and a Subcommittee was being formed this year to try and identify and rectify the anomalies, so it can be considered by the Members at the next AGM.</p>
22.07.02	<p>The rule change was proposed by Rachelle Hockey and seconded by Simon Warne.</p> <p>16 Approved the rule change in the room + 13 online = 29 votes for.  1 Objected to the rule change in the room + 1 online = 2 Votes against.  1 Abstained in the room + 3 online = 4 Abstentions</p> <p><b>Motion Carried</b></p>

## 8 Election of Flag Officers

22.08	<p>The Officers that agreed to stand their Proposers and Seconders was contained within the reports sent out under the Notice of Business. However, some positions, namely Class Captains had still to be seconded. It was therefore put to the floor.</p> <ul style="list-style-type: none"> <li>• John Hewitt agreed to second Brian Culver as H'Medium Captain.</li> <li>• Christine Godber agreed to second Isabelle Hill as H'Slow Captain</li> <li>• Geoff Lambert agreed to second John Goudie as Blaze Captain.</li> </ul>
22.08.01	<p>At the time the Notice of Business was issued, the position of Fast Captain remained vacant and had been for the last two years. CT stated that this meant that the Fast Fleet would not be represented at the Sailing Committee and therefore would not have a say on any decisions made, which could affect them. Stuart Bailey volunteered to become Fast Fleet Captain. His nomination was proposed by John Hewitt and seconded by Geoff Lambert.</p>
22.08.02	<p>Acceptance of flag officers as tabulated below with proposers and seconders as stated.</p>

<b>Office</b>	<b>Agreed to stand</b>	<b>Proposed</b>	<b>Seconded</b>
<b>Officers</b>			
<b>Commodore</b>	Rachelle Hockey	Lesley LeGassick	Simon McCausland
<b>Vice Commodore</b>	Bernard Smith	Nina Wallis	Rachelle Hockey
<b>Rear Commodore</b>	Jason Ramsden	Rachelle Hockey	P. Hummerstone
<b>Honorary Secretary</b>	Simon McCausland	Rachelle Hockey	Nina Wallis
<b>Honorary Treasurer</b>	Martin Vinton	Rachelle Hockey	Simon McCausland
<b>Sailing Secretary</b>	Andy Hockey	Chris Wallis	P. Hummerstone
<b>Bosun</b>	Geoff Lambert	Lesley LeGassick	Christine Godber
<b>House Secretary</b>	Nina Wallis	Simon McCausland	Joe Wicken
<b>GCM</b>			
1	S. Hummerstone	Andy Hockey	Nina Wallis
2	Russell Weller	Geoff Lambert	P. Thorpe
3	Jayne Lambert	Rachelle Hockey	P. Thorpe
4	Mike Suranyi	David Vettergreen	P. Thorpe
5	David Hughes	Jason Ramsden	Rachelle Hockey
6	Andy Gibbs	Simon McCausland	Rachelle Hockey
<b>House Committee</b>			
1	Lesley LeGassick	Rachelle Hockey	Nina Wallis
2	Michelle Cope	Nina Wallis	S. Hummerstone
3	Jayne Lambert	Colin Treadwell	Bernard Smith
4	Jane Cornwall	Colin Treadwell	Bernard Smith
5	Emma Russell	Colin Treadwell	Bernard Smith
<b>Fleet Captains</b>			
	<b>Captain</b>	<b>Proposer</b>	<b>Seconder</b>
Handicap Fast	Stuart Bailey	John Hewitt	Geoff Lambert
H' Medium Blaze	Brian Culver	Andy Hockey	John Hewitt
Handicap Slow	Isabelle Hill	Andy Hockey	Christine Godber
Blaze	John Goudie	Andy Hockey	Geoff Lambert
Laser 2000	Rachel Sheridan	David Vettergreen	Nik Antoniadis
Junior	Bobby Deards	Silas Maxwell	Rachel Sheridan
22.08.03	<p>Therefore the nominations of the Flag Officers, Honorary Secretary, Honorary Treasurer, Officers, General and House Committee members were voted in as one.</p> <p>The nominations were Proposed by Rachelle Hockey and Seconded by Peter Horner. All 15 members in the room approved the appointments. All 19 members online approved the appointments.</p> <p>There were no abstentions or votes against.</p>		

22.09	RH stated that this concluded the formal part of the evenings business and would now invite questions from members. She reminded members that matters under this item on the agenda cannot form part of the official business of the meeting and thus any items arising cannot be proposed as formal motions.
22.09.01	JH asked whether the Approved Minutes of the General Committee could be printed and put on the notice board in the club house. He stated that he had requested this on numerous occasions and whilst he understood there was “nothing to hide” the absence of them on the notice board would lead you to believe the contrary. CT stated that the GC certainly didn’t have anything to hide and would certainly have no objections of the Approved Minutes being posted on the board. GL asked whether putting the minutes on the notice board would mean that visitors to the club would also have access to them. SM stated that any “personal or confidential” issues discussed at GCM’s would be marked and dealt with accordingly within the minutes, so confidentiality was maintained. It was also agreed that the minutes could be posted in a member only section on the website in due course, once this area had been developed.
22.09.02	JH asked whether duties for 2022 would be on the new system. RH confirmed that Dutyman would still be the software for 2022 for booking and administrating duties.
22.09.03	A further question was asked about when Dutyman would be “opened up” for 2022 duties. RH confirmed that Dutyman will be released shortly together with instructions. She also stated that the Club was hoping to appoint a Duty Secretary this year; however, reminded members that booking, cancelling, changing, or amending duties was still to be completed on Dutyman and NOT by the new Secretary. This is role that people have quite simply been reluctant to take on simply because of the level of “flak” it attracts from some of our members. CT reminded members even if they have an issue with Dutyman itself, they should still report the issue to a Flag Officer and not to the new Duty Secretary.
22.09.04	CG asked whether we have enough members to cover all duties? RH stated that covering duties throughout 2021 had been a very stressful occupation and some members had clearly not fulfilled their obligations in this regard. Whilst 2021, as had 2020, been an exceptional year, it was clear that each member had to complete a minimum of two duties and one winter party duty. To often last year, it was the same group of people volunteering to fill gaps and keep the sailing programme going. CT stated that the short answer is that we will always have enough members as we would simply have to increase the number of duties each member completes, to compensate. But stressed, we were not looking to take such action, but was always an option.

22.09.05	JH made a comment that the Committee should be aware of the risk of one person taking on too many duties. Whilst may look right at the time, not always beneficial for the club. RH stated that this was noted.
22.09.06	<p>BC asked for an update on the Lease for the dinghy park and premises and whether this was now affected by the proposed community park with the land now owned by the Local Authority. BS updated the meeting on the situation. First, he clarified that whilst our landlord had sold the land to Medway Council for a community park, he still remained the WSC landlord and not the council. They were separate issues.</p> <p>Our lease still had a number of years to run and following a supplementary question from the floor BS explained that we do have an end-stop and not rolling lease. CT explained that we would start negotiating with our landlord well in advance of any end stop date.</p> <p>With regard to the Community Park, we have and continue to work very closely with our landlord who has been very supportive in our discussions with Medway Council about maintaining proper access rights, security and protection to the club and maintaining our rights in general. Unfortunately, the Council have just come to a recent decision to postpone the development of the park for another two years.</p> <p>CT thanked BS on his stewardship on this matter, for and on behalf of the club.</p>

## 10

### Closing remarks by the Commodore

22.10	<p>RH ended the evening by thanking everyone for supporting the club. All those who held office, the members who helped and everyone who had agreed to stand for office in 2022.</p> <p>Special thanks went to everyone who rallied around and helped to put right the damage from Storm Eugene and helped tidy up the club.</p> <p>Finally, thanks went to everyone attending this meeting whether in person, or online and being part of the club.</p> <p>JR recorded his (and everyone else's) thanks to RH for the work she completed over a very challenging year and his personal thanks to her and Andy.</p> <p>The 2022 Meeting of the AGM for Wilsonian Sailing Club finished at 20.37.</p>
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