



ICC Committee Meeting – 31/10/2023

Meeting open: 19:00 hrs

Present:

Apologies: A. Boal

Minute Secretary

- **Committee Meeting Minutes of:**
- **General Meeting Minutes of:**

Secretary's report:

Update since 18th September:

Mails to Membership re:

RYA Day Skipper Course

Annual Subscriptions due by end September

Change of gate code to 2013 wef 20/9/23

Haul – out and Launch disclaimer

Correct and appropriate use of the hoist

Members re insurance documents for all boats

Members re Hoist offline 1st November

Mail Received From: (305 total)

Donald Cameron re new vessel – Andy Pandy to replace Sponeil

Various members re boat insurance – Dropbox update and Committee advised

Launch Convenor re berth for Donald Cameron's boat Andy Pandy

Michael Maguire re abandoned boats

A new member re how to pay his fees

Vice Commodore with info suggested for Club Newsletter

Commodore to Moira Burton re full membership

Plant Convenor re an issue with the Hoist wire being incorrectly rewound

Trevor Hughes looking for a Rule Book – directed to website

Donald Mac and Philip Doherty – not receiving mails – added to mailing list

Commodore re September Morn

James Donnelly re payment for full membership and lapse of his fathers membership

Member re safe use of Crane

Plant Convenor regarding test of crane after overloaded use

Various members requesting confirmation of receipt of all documents to allow haul-out

Michael Maguire re his and his fathers moorings

Martin McCluskey re keeping Sayonara on Club property

Jimmy Lees re John Cairns

Watson Robson re Somerled and Sophie Lau

Committee re Sophie Lau and also David Konarski's rib

Commodore re current membership list

Philip Hunter re re-training on Crane

Martin McCluskey re payment of £600 for Temporary Membership to Next Year

Pat Thomson re downgrading from full to Associate membership and from

Mark Borthwick re fees and electricity fees

Scam email allegedly from Commodore

Tree cutting – receipt of insurance document

Mails re Haul – out supper

Watson content to comply with requirements for second boat on the island

A member asking for another members' contact details

Commodore re "Dayspring" incident and Traigh Lre mast incident

Mail re Fencing Quotation for Development area

RYA proxy voting

Dayspring incident – committee agreed removal of Rob Tunnicliffe from plant operators list.

Watson Robson re issue wit his boat and whether he will have two boats on the island or not.

Dan Bundy (September Morn) with Temp Member Application

Mails sent out to: (293 total)

Member to investigate unauthorised release of gate code

Andrew Beg re – remove boat followed by recorded delivery letter

Mail to a member regarding use of the Crane

Robert Tunnicliffe with recorded delivery letter re removal from plant operators list

David Ross re subscription reminder

David Konarski re rib on island - no response

No response from Andrew Begg

Member re unauthorised release of gate code

Michael Maguire re Invader

A member re the crane lift of a heavy cradle

Jimmy Lees re John Cairns waiving work party fines

Number of members re new gate code

Philip Hunter that he has to get re-trained on the crane and not to use until then

Martin McCluskey offering Temporary membership after Zoom Meeting

Daniel Bundy (September Morn) re Temporary Membership

Webmaster re possibly putting something on website re membership application

Various mails sent to Committee on various topics

Mail (and recorded delivery letter) to Robert Tunnicliffe re removal from Plant Operators list.

Membership Applications from:
Brian Kerr, Greg Rankin, Andrew McFarlane, Michael Ryan, Danial Bundy

Comments on Secretary's Report

Membership applications discussed.

Power of Attorney for owner of Lorna Dee contacted, fees paid and notice of intentions to follow.

Temporary membership to be underlined as **Non Transferrable** if boat is subsequently sold by temporary member while boat is on the island.

Proof of insurance has been provided by all members that hauled out but some boats that did not launch have still to provide documentation. **Membership to decide at General Meeting how to proceed with this.**

Owner of Invader notified of intention to move boat, there has been no response but the move should still go ahead.

Member emailed re rib in their berth.

Colin Donnelly to be sent recorded delivery letter by Secretary.

Webcollect registration for membership to be discussed at next General Meeting.

Watson Robertson to make donation to club for second boat if this goes ahead.

Treasurer's report

To be attached.

Comments on Treasurer's report

Outstanding and settled fees for membership and fines discussed.

Suggestion to transfer another £20'000 into no2 account to maximise interest which would leave a working float of around £9000 in no1 account.

Launching Convenors report

Boats still to haul out that are not on the board.

Sea Dream, Vela, Andy Pandy, Artemis of Malin.

Tempress to launch.

8 more haul out days left.

Comments on report.

Andy Pandy berth and bogey still need cleared. Secretary to confirm status.

Berthing plan needs re worked.

Plant Convenors report

Winter works to start in November on all plant in preparation for inspection in January.

HOIST

Hoist is ready to use, oil and fuel added to cover the last of haul out.

Comments in log book, tyres soft – all tyres are at 100-110psi, good to use.

No3 Park brake actuator repaired and will be fitted and tested during winter works.

Monday the 16th of October, called regarding Hoist lowering winches without control input.

Inspection of controls found loose connection for the light on remote control, this would not affect winch controls, repaired and tested of all functions with no fault found, hoist had been used to complete haul out after the fault noted and continued to haul out a second boat with no further fault. To be investigated further.

2 new slings, 6M and 4.5m 6m are now stored in clubhouse loft.

Possible crack in weld at the corner of drivers station upright to top frame, cleaned, photos taken, and painted this is to be monitored. Pictures sent to welder for assessment.

Welder will come down once all other areas have been inspected and give advice.

Hoist is ready for use.

WINCH/BOGIE

Ready for use, so far this year the winch motor has used 214kWh of electricity.

Oil leaks on winch and hydraulic tank to be monitored.

Bogie is to be painted.

Bogies platform area should be widened to accommodate safer handling of bilge keeled boats.

New rails - 4x 12M A45 delivered £2660.00 +VAT and £116+VAT per hour beyond first hour to off load.

**Standard HGV access is not possible to the club due to big gate restrictions ,
Peter McAlister to see about transport by water from Rothesay dock.
5 lengths of rail to be purchased and new price depending on type of delivery as
rails might need cut to get them onto the club land.**

CRANE

Inspection of crane after it was used beyond its SWL was carried out, no faults noted,
tested OPD all working correctly.

Crane is ready to use.

Scaffolding still to be marked with identification.

Comments on report.

Delivery of rails discussed.

Master of Works Report

Hall painted.

Gate to be repaired.

Loft pipe insulation needs finished, materials may need to be
purchased.

Tree cutting quoted @ £1300 plus vat, cost agreed.

Secretary to follow up Scout's work parties.

Safety Officer Report

Three safety issues reported since last meeting.

1. Overload of Crane 14/09/2023

Crane was used to remove Sponiel cradle from berth to south side of island to be dismantled and removed from the club. It was reported by a member that when the cradle was lifted the rear wheels of the crane had lifted from the ground suggesting that the crane was overloaded. Further to this the load was transported by the crane to its new location at the area between the gates.

Investigation by Plant and MOW using calibrated strain gauge found that the Crane overload alarm was triggered before the cradle could be lifted clear of the ground. Operator contact and stated that wheels did not leave ground and no alarms were active during lift. Crane inspected for damage and put back into service.

Conclusion

Operator had not set the OPD to correct setting and unaware of safe lifting procedures with a heavy load. Operator also unaware crane should not be used for travelling with loads. Hoist is to be used where possible in the movement of Cradles.

Action- Operator removed from approved list and requested to undertake further training.

2. Mast Fall Traigh Lre 15/10/2023

Traigh Lre hauled out on Sunday 15th October. Following the boat being placed on its cradle owner was instructed to prepare the forestay for removal to allow the hoist to drive out the berth. Onboard were owner (new member 1st haul out) and two full members through the haul out process. A Halyard was in use to replace the forestay during haul out. While preparing for the hoist to drive out a second rope (baby stay) was attached to a winch on board to allow the temp forestay(halyard) to be removed. There was confusion over which rope should have been released. The temporary forestay (Halyard) was removed, and the second securing rope(baby stay) was accidentally released causing the main mast to fall back and rest on the mizzen mast. Mast was recovered by using the crane and lifted back into position no report of damage. Safety officer was onboard and asked for a report of the incident none submitted.

Conclusion- The new member was taking guidance from existing members on the process and did not feel he had full control or ownership of all operations. Mast falling was an accident caused by miscommunication by all onboard.

Action. All Members to be aware of the haul out and launching process including responsibility for their boat during operations. Launching procedure training will be provided in Spring 2024 all members should attend.

3. Boat lowered onto bogie and rolled to starboard- Dayspring.

Dayspring Hauled out 16th October boat secured in hoist and untied from bogie arms, while lowering the bogie, it was found the aft arm could not be released due to strain of boat against the arm and due to lowering the bogie without moving the front arm out, had also jammed the front arm against the boat. Haul out team tried levers and winders to release arms without success. A member passing noticed the rope between bogie arms was incorrectly routed and climbed a ladder to correct the bogie rope. During this the hoist operator walked to the opposite side of the hoist and tidied the cable and pendant upon

replacing the pendant in its holder the hoist began to pay out on winch no.1 and resulted in the boat being lowered back on the bogie (back end of keel in contact) and leaning to starboard. Operator climbed to drivers' station and put winch lever in which stopped the boat lowering and proceeded to try and drive the boat off the aft arm without a banksman watching or in sight of operator. This could not happen as the boat was now grounded and only once the hoist started moving did the ground team realise and alerted the operator. Operator then released winch lever causing the no 1 winch to operate again and pay out faster, the boat rolled further to starboard. Member noticed the boat's position and ran to pull emergency stop on engine to cease operations. Boat lifted back upright and during levelling of the boat the same issue happened again this time other winches 2&3 were releasing without anyone noticing. Boat was then realigned a second time and moved to berth. All involved were asked for their version of events and all claim the hoist began lowering all 4 winches without anyone touching anything. Following the delay to receiving the statement from the operator Commodore asked to check CCTV footage to establish if the incident was captured on CCTV. Footage was recovered and reviewed by Committee.

Conclusion

The Hoist operations were inspected on Monday 16th October and the fault reported could not be replicated. A number of issues and sequence of operations led to the incident of Dayspring rolling over within the hoist slings. In addition, the CCTV identified some serious safety concerns around this haul out.

1. The bogie arms were not set correctly for the boat hauling out- this meant the boat and hoist were not central at the initial lift hence once lifted the boat was forced against the aft arm of the bogie.
2. During the time the member was on the ladder the operator and all involved were unaware of the boat moving- Banksman was not focused on the boat when the operator was conducting operations.
3. Operator tried to move hoist without vision of all involved and no instruction from the banksman. Owner was in a pinch point and could have been crushed between bogie and hoist or hit by a wheel.
4. Following the incident, the team continued with the move without any investigation of the reported issue and subsequently proceeded to lift another boat.
5. The Incident was caused by the operator's use of the pendant and not following the training delivered earlier in 2023.

Actions - Operator removed from approved list.

- Banksman requires training on the role of "Banksman".
- Committee have identified that this may need to be a trained position for any launch or haul out.

- Owner's responsibilities need to be better understood. All owners should attend Launch haul out session in Spring 2024.
- Emergency stop to be communicated to all members.

Incident book missing from safe – **Action** needs replacement book

Camera keys and codes removed from previous custodian and now in control of committee.

New camera installation- Investigate members availability and skill to fit remaining cameras or sub contract to external company.

Social and Website Report

Website:

A slide show for the Haul Out Supper was created for the Social Events Section on the website.

A slide show for the Haul Out Awareness night was created for the Launch and Haul Out Section on the website.

Work in progress:

Eric Smith (Honorary Secretary) suggested creating a web page on the website for people who wished to apply for membership. Due to organizing the Haul Out Supper I have not had time to look at this, but will now.

Social:

Fourth event of the year was the Haul Out Supper on the 21st October 23. This was a successful night and raised a profit of **£291.60** for the club funds. Breakdown of costs, receipts and the money we raised will be provided to the treasurer at Monday's Committee Meeting.

We were grateful for raffle prizes provided by some club members who could not attend the Supper. Also one member made a small donation to the Club Funds

A summary of the activities in organising the event are as follows:

Branding for the event was created.

Adverts and communications were then created for the various channels, Facebook page, What's App page and website Latest news Section and Social Events section. Also Eric Smith (Honorary Secretary) issued emails to all members asking for numbers who wished to attend and what orders they wanted from Cosmo Chip Shop.

Chip Suppers were ordered from Cosmo Fish and Chip Shop once orders had been finalised.

Gordon Hill (Master of Works) provided lighting and music sound system for the night. All tables were decorated with lanterns and tablecloths branding was placed on the tables and at the entrance to welcome the attendees.

An extra lantern was purchased for the small table in the layout. Extra tablecloths and also batteries were purchased, as some had worn out.

A carrot cake, red velvet cake, doughnuts and cream were bought for the sweet.

Napkins, sauces (red and brown), vinegar and salt were also provided for the night.

55 adults attended (children were free), this included approx. 15 club members and friends.

The numbers of Members attending, made the event near to being cancelled and if it was not for Gordon Hill's friends the event would probably have not gone ahead due to the embarrassing numbers who attended. Saying that we still managed to turn a profit for the Club. A reminder to the floor, that to make the club feasible both in monetary and also esprit du corps, a greater effort would be a good idea from the members. This also happened at the Curry Night and is really un motivating for the Committee Members organising these events. If this trend continues, it might make the position of Social Convenor irrelevant.

We organised a raffle with attendees supplying the prizes and this made a lot of money for the Club.

We should also have had a stand up/sit down bingo, but we ran out of time as this generates a lot of money as well.

Below are the breakdown of costs for the event:

	Income	Expenses
Ticket sales	£550	
Raffle	£255	
Total	£805	
Cosmo Fish and Chips		£405.20
Costco		£65.22
Tablecloths		£15.99
New Lantern		£26.99
TOTAL		£513.40
Profit	£291.60	

(Cash passed to treasurer 23/10/23)

AOCB

Reorganise wall decorations following re paint.
Legal questions re Bridge Cottage to be considered.
Nominations and rule changes to be discussed.

Meeting closed 22.30

Meeting Closed:
