

Account of the EGM held on Saturday 29 October 2011 at 2000hrs in the Clubhouse

1. Apologies for absence were received from T Coleman, P Harris, S Kettlewell, S Martin, D Nolan, D Richardson, J Sharpe and D Smith.
2. The meeting commenced at 8pm with a brief welcome from the President.
3. The Commodore welcomed members and outlined how the meeting would be conducted before handing over to Phil Burrows, Project Manager.
4. Phil presented a comprehensive overview of the Project touching on the background and reporting the progress and findings of the feasibility study which was now completed.
5. Becky Le Milliere, Hon Treasurer, presented a detailed paper on the estimated cost of the Project which she anticipated would take 8-10 years to pay for, on the implications of retaining the Project within Club ownership or forming a separate limited company, and on how it might be funded from Club funds and a bank loan.
6. Phil spoke on further ideas for fundraising.

A half hour interval was taken to allow members to view plans which were on display and to consider Phil's and Becky's presentations. The meeting re-convened with Phil in the Chair to allow members to ask questions and raise matters of concern.

7. A total of 23 members spoke raising issues to which Phil responded. These are reported here by category and not chronologically. As it was not possible to attribute every comment, and members' comments often overlapped, individual members have not been named. On occasion a bulleted point contains the comment of more than one member.

8. Facilities and access

- ***Will there be electricity and lighting?*** The Project design permits this. Inclusion will be up to the Committee who need to be made aware of Members' wishes.
- ***What if Starcross Station closes?*** Shouldn't be an issue as Club has right of access to Ashes Quay.
- ***The allocation of finger berths needs to be equitable. How will this be done?*** Traditionally, dinghy and engine spaces are allocated through a waiting list and first-come-first-served system. Initial allocation will require the Committee to devise a system fair to all interested members.
- ***Are any improvements to access under the railway bridge envisaged?*** Not something that the Club can influence. Unlikely.
- ***Will finger berths be available on an annual or seasonal basis?*** Currently not decided but see also comments under weather.
- ***Will the pontoons dry out at all?*** The hammerhead should be accessible at all states of tide.
- ***How will security be dealt with?*** Yet to be resolved by the Committee. Ashes Quay will continue to be accessed by key and/or fob and this system may need extending.

- ***Will there be problems caused by existing moorings in the vicinity?*** No. Powderham will be granting possession of the fundus with vacant possession. Any re-positioning of existing moorings will be Powderham's responsibility.
- ***Will the water taxi be able to use the hammerhead?*** Yet to be considered by the Committee. However, there should be no problem in Club members using the hammerhead to access the water taxi. The general public, however, will not be able to access the water taxi via the pontoons as they will not be able to access Ashes Quay.
- ***Could greater links be made with the pier company?*** Discussions have been held with Starcross Pier Company and alternative schemes considered. Dinghies could not be launched off the pier. The Committee felt it was better to proceed independently at present.

9. Financial

- ***Have attempts been made to obtain grants?*** Yes, but without success.
- ***Have Sport England been approached?*** The Club does not meet their criteria.
- ***How will maintenance be managed?*** Wherever possible through Club members on the Friday working parties. Materials etc will be paid for through income from renting finger berths.
- ***Could Powderham rental rates increase extortionately?*** This is not expected.
- ***What will be the impact on membership fees?*** Current plans do not anticipate any increase directly resulting from the Project.
- ***What insurance will there be?*** Currently we have two quotes which indicate an annual premium of around £1200. Insurance will cover insured loss/damage to the pontoons and third party risk. Members' vessels will not be covered by this insurance.
- ***Could money be raised through offering life membership as was done in the early 1960s?*** Would have to be considered by the Committee and an AGM. All suggestions for fund-raising are appreciated and should be passed to the Committee.

10. Publicity and Information

- ***Can there be a section on the Project on the SFCC website?*** See no reason why not but needs to be discussed with Publicity Committee Member.

11. Effect on Membership

- ***Has possible adverse impact on some members been considered?*** SFCC has always attracted out-of-port and local members and maintained a balance of interest. Provision of finger berths will be attractive to owners of smaller boats. It is not expected to change the "cultural" balance of the Club.
- ***Will it lead to an increase in membership?*** This is primarily dictated by car parking and dinghy storage space. There is free car parking in various locations in Starcross (a map might be produced to identify these) and the potential for increased dinghy storage on the pontoons.

12. Weather Risks

- ***Will the pontoons stand up to extreme weather conditions such as were experienced on Monday 24/10/2011?*** According to the manufacturers they will withstand all expected conditions but no one can claim immunity against a once in a hundred years phenomenon. They will be an insured asset and are subject to normal guarantees.
- ***Have qualified Marine Engineers been involved in the survey?*** Yes. Provided the pontoons are correctly installed they are considered appropriate. The pontoon moorings will be more secure than boat moorings.

- **Won't the fingers be exposed to severe weather from the south/east?** Yes. Individual finger berth holders will remain responsible for their own boats in the same way as they are when on a mooring. This responsibility cannot be assumed by the Club. Out-of-season use of the fingers is unlikely to be considered appropriate. The finger berths are unlikely to be suitable for lighter, fibreglass craft such as many sailing dinghies. Fingers can be demounted for winter storage.
- **Could we try a winter loan/rent of a pontoon to help assess the suitability?** Impractical as it would require the piling to be completed for it to be a valid test.

13. The ballot:

- Tony Trott, Bob Watson and Paddy Smith were appointed Tellers
- The motion: **“To authorise the Committee to proceed with the proposal to construct pontoons and a walkway linked to Ashes Quay, connecting the Quay to permanent navigable water”** was put to a vote of members present.
- Votes for 96 : Votes against 18. The motion was declared carried.

14. The Commodore expressed the members' thanks to Phil and Becky for the considerable time and effort they have already spent in conducting the feasibility study and the detail and quality of their presentations. She thanked all who attended for participating and declared the EGM closed.

Signed:

Date: 02 November 2011

Tony Leigh, Acting Hon Secretary