

GYC Council Reports to AGM December 2021

Treasury Report

Consolidated Final Accounts to 31/8/21

An exceptional profit of £112,062 is reported, largely due to the receipt of Covid government grants and reduced expenditure during lockdown. This has improved cash reserves and it's my recommendation that the club uses it to maintain its assets, in particular the moorings and premises.

Where figures are not consistent, comments on the attached accounts are as follows:

Income

Subscriptions – we saw an increase in membership applications when the club reopened. Retention was consistent.

Yard and locker rent – the drop in income is attributable to the lack of boat movements during lockdown.

Mooring income – reduction is attributable to fewer new mooring applications.

Training Income – increase is attributable to the resumption of training activities after lockdown.

Donations – the previous year was inflated by a £4000 Sport England grant.

Other income – social events income was down but the overall increase is mostly attributable to the resumption of pontoon visits.

SSGYC – this turnover is derived from the Willo Project which manages the bar and non-member events and has been impacted by lockdown

Government grants – received because of lockdown. No further allocation expected.

Expenditure

Repairs/renewals – straightforward reduction in expenditure on buildings maintenance.

Yard Costs/Boat Maintenance – increase attributable to repairs to GYC's two RIBS.

Dinghy costs – income is commensurate with expenditure.

Training costs – higher due to resumption of training but the overall cost is increasing due to using paid instructors/boat hire fees.

Merchandise purchases – stock evaluation adjustments.

Events costs – impacted by lockdown.

Lift maintenance – additional repairs needed.

Mooring costs – nothing spent on the moorings. This area is getting attention.

Telephone – reduced by re-organising contracts.

Trophies – no dinner dance last year, no trophy engraving. Doubling up in 21/22.

Rates – as a result of lockdown the club has been in receipt of increased business rate relief. A reduced discount will apply to March 2022.

Light, heat and water - attributable to reduced consumption during lockdown. The gas and electricity contracts terminate in the 21/22 financial year and although prices were always going to be higher, we were fortunate to sign new two year contracts before the recent surge in prices.

Waste disposal – this area needs attention as I believe there may be overlap with Willo.

2021/22

A Community Amateur Sports Club is expected to be organised on an amateur basis, but there is an increasing demand, both legally and from members, to be run professionally. This is challenging enough but when grievances occur amongst the membership, they add an extra burden to an already stretched team of council volunteers and are complex to navigate. I think the club would be wise to consider protecting its legal position by seeking professional assistance in ensuring robust policies are in place and look at alternative ways of handling its complaints and grievance process.

Susan Rush (acting the capacity of Treasurer).

Rear Commodores Report

From lockdown to being fully open for business we have had to deal with many changes this year but its good to see that boating has become very active again. The committee on the other hand has not survived so well with many Directors leaving their posts and making it difficult for those left behind to carry out their original tasks. I believe that the overuse of emails and social media has created some of the many interpersonal problems that the committee has had.

The Rear Commodore oversees the activities on the landside which have included the following this year;

1. Working with the Yard Team to organise the yard so that it can function well and facilitate the boat movements and Wise Machine operators. I have also done the admin for this role and worked with the treasurer for billing purposes.
2. Liaising with the work party co-ordinator to plan essential and maintenance jobs.
3. Discuss any cleaning issues with Brenda and Jim and order the cleaning materials.
4. Make sure the plant is maintained and fit to pass the necessary tests for insurance purposes. Arrange for the Lola certification and servicing of the Cherry Picker and Forklift.
5. Regular checks to ensure that the workshops and the sail loft are tidy. Take bookings for the workshop.
6. This year I planned and co-ordinated the replacement decking on the landside with Susan Rush and some expert input from Greg Penoyre, Milan Mizdrak, and Dave Purkiss. It looks very good, but we need to maintain it regularly.
7. Nick Day has organised some club business with Will and I meet with him to discuss any working, maintenance and facilities issues. The Willo Project which runs outside events went from a very limited number of events to doing a full year work in about 4 months. Under our agreement they pay us percentage of 12.5% of total turnover. The five-year agreement

states that we pay the utility bills. Energy costs need incorporating in next years updated agreement. The energy team have worked tirelessly to try and work out who was paying for what but this is so variable that this information could better be used to establish a percentage to charge the Willo Project in the future.

What can you do to help the Club?

It sounds simple but please don't bring non-sailing items into the club and fill up the yard and workshops. Label everything, your tender, your engine, your boat in the yard must have the name visible for auditing. Join a sub-committee to help the elected Directors

What's new?

An opportunity to be involved in kayaking next year. Information will be posted on the website when the details are finalised.

I am stepping down next year as I have been on the committee for many years.

Carla Pengilly

Cruiser Captain

Upon starting to volunteer as Cruiser Captain, I set myself some objectives:

- Getting *more non-boat-owning members to sail on cruisers* was one. Quite a few members crewed on boats by *utilising our online skippers' list* which I hope to expand next year.
- Our Cruiser Talks during lockdown early in the year have hopefully *raised awareness around navigating local waters*. The PLA sees our cruisers again tacking across the full width of the Thames east of Margaret Ness during races / *cruises without taking issue*.
- The Cruiser Talks will once more be taking place in early 2022 to *sustain that awareness*.
- With more detailed NORs published before each race, I hope to have raised awareness around racing in general and what racing at GYC is all about.
- Another objective was to work more closely with other Thames clubs. Not many of our open races attracted other clubs' boats and vice versa - work in progress.

To strike a better balance next year, there will be *slightly fewer races* and *few more cruises* with approximately *55% of sailing events on Sundays and 45% on Saturdays*. More practice sessions are also planned to tempt less experienced sailors off their moorings.

We will be running 3 short race series instead of 2 long ones to better competitors' chances of winning a series. Most races will continue to be going *downriver with only a few races upriver* / in Bugsbys Reach.

- Unfortunately, I've not had much success increasing the number of cruisers going sailing. More *proactive cruiser owner recruitment* and *better cruiser mooring management* together with a *dependable trot boat service* on event days will hopefully address that problem in the long term.

I would like to thank all volunteer Race Officers and Trot Boat Helms who have made the sailing season possible.

Thank you also to Tim Jeffery and Lionel Willis for supporting me on the cruiser subcommittee.

The cruiser calendar for 2022 has been published on our website, the club notice board and will also be in the spring Trident edition.

Stefan Oloffs

Dinghy Captain

In 2019 we identified four strategic objectives for dinghy sailing at Greenwich Yacht Club:

- Stem the decline of the dinghy section
- Modernise the fleet
- Increase participation opportunities
- Get to grips with training.

Looking back as we end this three year cycle, we can give ourselves a pat on the back for a job well done in achieving what we set out to do.

As per last year, when we look at the numbers there is much to be pleased about:

- £2,540 – **income generated** from dinghy sailing activities
- £778 – **reinvested** into dinghy activities, such as the maintenance and upkeep of Club owned boats
- 156 – individual **participations** in a dinghy sailing event
- 98 – number of times a **Club owned dinghy was used**
- 21 – number of **sailing events** over the course of the year
- 12 – sailors took part in a **2000 & Stratos masterclass with National Champion Simon Horsfield**
- 7 – sailors taking part in a **Laser masterclass with Performance Academy Pro Coach Shaun Priestley**
- 8.7 – average number of **sailors taking part**, per activity
- 4.7 – average number of **Club owned boats taking part**, per activity
- 2 – **RIB safety boat floating pontoons acquired** to support dinghy sailing and training, ensuring our RIBs are always on the water and don't require launch or recovery

We have navigated the COVID-19 pandemic with care and in certain cases ingenuity, and I am very pleased with how resilient the Club has proven to be throughout. It has been fantastic to see our training school regularly oversubscribed. Kudos to Christine and her team for their excellent efforts in driving this forward.

Thank you so much to all of you who have helped with the running of the Dinghy section over the last 12 months – whether repairing a Club boat, driving a safety boat or helping out as a Race Officer. We literally can not go sailing without the army of volunteers who support our activities, and your individual and collective sacrifice is deeply appreciated.

Similarly, may I extend my thanks to Commodore Nick Day and the Management Committee who so diligently and thoughtfully managed the Club during quite extraordinary times. Under Nick's tenure the mission of 'more people doing more things' has been our battle cry,

and I believe the Club has more than delivered on this. Thank you Nick for your leadership and absolute dedication to the Club and its members.

Having spent three years as your Dinghy Captain it is now time for me to stand down, and I sincerely thank you for your encouragement whilst I have served in this role. I have loved playing my small part in this wonderful Club, and I look back fondly on our journey over the last three years. I wish my successor the very best of luck, and look forward to seeing where the Dinghy section goes next. Thank you.

David Hayden-Case

Training

Despite Covid restrictions we have had a full and successful training year.

Since taking over as Training Manager and RYA Principal from Brian Harrison earlier in the year, I have been inundated with emails requesting Dinghy Courses. We cannot possibly satisfy the numbers and must prioritise our own GYC members.

For one of my first assignments, as a result of the Cruiser Captain's enthusiastic organisation, I gave a Keynote zoom talk on operating the race hut's equipment and acting as race officer. There was considerable interest initially and it was followed later by individual practical sessions and we now have more people available to assist as race officers. Another zoom session covered the thorny problem of Collision Regulations (Colregs) and PLA bylaws which require us to keep to the starboard side of the river! This is a continuing problem for training establishments and active sailing clubs on the Thames - demanding further sensitive negotiation.

The Thames can be a dangerous place and it is essential that we all know the rules and can practise good seamanship. Thames Active's Tony Mason and Storm Smith-Suckoo will be giving talks emphasising safety on the river to both the sailing sections and the rowers.

Earlier in the year I was surprised to see few dinghies racing at the weekends and I discovered that there were many new members who didn't know how to get onto the water. This was causing them much frustration. To mitigate the situation we instigated the 'dinghy taster' sessions. They proved to be a great success and we will schedule more 'taster' sessions in the coming year.

The first RYA Dinghy L/1 course in June was a humdinger with two keelboats borrowed from 'Ahoy' and two of our Laser Stratos. This allowed 13 participants to complete their RYA Level 1 course and naturally they all are looking forward to taking L/2. We ran an RYA L/2 in August for 6 participants who all passed - both the course and the scrutiny of our dinghy Captain - and they are now able to hire the GYC dinghies for races. More L/2 courses are being scheduled for next year. The last L/1 course in October for 8 participants suffered gusty winds on the second day, requiring the instructors to step up to the plate to deliver a whole day of theory and knot tying! This meant that we had to run another practical day to complete the course followed by yet another afternoon for one who couldn't make the second date. What dedication and perseverance from our instructors!

The RYA VHF courses were a little frustrating as the initial 12 places had to be reduced to 6 due to covid considerations. Three VHF courses were run, each for 6 participants. We had one slight hiccup when I informed one of the participants that he should learn morse code- sorry Noah!

Thames Active run many powerboat courses based at GYC and our members get a good discount. This year they ran a RYA Safety Boat Course for 6 members who now eagerly apply their skills during dinghy racing and training.

Nomad sailing ran both the RYA Day Skipper course for 10 participants concurrent with the RYA Coastal Skipper/ Yacht Master Course for 4. It was incredible that in October we ran: the Saturday and Sunday assessment days for both the Day Skipper and the Yacht Master courses, a VHF course and an RYA Powerboat L/2 course on the same weekend! We are very lucky to have such wonderful and versatile facilities, and wonderful and versatile instructors!

In August The Ahoy Centre ran a weekend course for GYC members' children and grandchildren. A few mothers of non-members tried to muscle in but were kept at bay! 'Ahoy' only charged £10 per child for the weekend and the children seemed delighted with their chance to sail and gain a certificate. We hope that it will be run again next year.

Our Inspection by the RYA came at a slightly inconvenient date when two of our instructors were away. The inspector, Ed Sumner, examined our instructors' certificates, examined the safety boats and dinghies and scrutinised operational procedures. He also required us to demonstrate 'training on the water'. We have a highly qualified senior instructor, Penny Gillett, on our books who ran two sessions of 'tasters' for eight participants in a keelboat. She is highly qualified and personable and also certified to instruct racing techniques. We hope that she will be free to help us next year.

We had our RYA training establishment certification renewed but a condition was that I had to write an Emergency Action Plan for the Instructors and a Safety Brief for all participants. Still outstanding, to be completed by next inspection, is a safeguarding policy, which will specify procedures and identify a Child Protection / Welfare Officer!

Our Dinghy Captain, David Hayden-Case, organised two sessions of 'Masterclasses' for laser sailors, helping our seasoned dinghy sailors to fine tune their techniques. The sessions proved very popular,

As part of their agreement with GYC, Thames Active provided a First Aid instructor for 10 participants. He was a wonderfully enthusiastic and empathetic man who answered numerous questions and arrived with a fantastic array of mannequins and practice defibrillators. We were situated in the sail loft as Will had double booked the Landside classroom. In recompense Will offered everybody on the course a free Sunday lunch, which was most acceptable!

We only have three volunteer instructors in the club. Steve Wilson is our chief instructor with Joel Williams and Simon Powell. Joel Williams received a bursary, in Brian Harrison name, to take a Senior Instructor course. He passed and is now able to relieve Steve of some of the never ending, demanding workload. The external instructors Gary Day and Penny Gillett have been a great help, specifically with the keelboats.

A special mention for Toby Lomax for helping to instruct on every day of all dinghy training courses and 'tasters'.

We have many competent dinghy sailors in the club and the training team are looking forward to welcoming more of you to join them as fully fledged instructors.

So how about it! Take the course and develop the training section with your expertise!

Our partnership with Thames Active, Nomad Sailing and The Ahoy Centre has continued to work smoothly, enabling courses at GYC to flourish. This has been a busy, successful year and we look forward to an active year ahead.

Christine Webster

Safety Officer

Introduction

The role of Safety Officer was introduced to the GYC Management Committee at the December 2019 AGM. As the holder of the post I have prepared this report to the Committee summarising actions taken from January to November 2021 and those proposed for the future. All year, in common with billions of people across the world, the Corona virus has impacted on the GYC membership. Although most of the restrictions placed on our activities have been relaxed, the pandemic is still with us and my time, as health and safety manager, remains focused on the associated issues.

Duties of the Safety Officer

In fulfilling the role, the principles of the Health and Safety at Work Act 1974 (and associated legislation) are being applied. As Safety Officer during 2021 I have continued reviewing and evaluating of GYC health and safety arrangements and practises. I believe that the aim of the GYC Management Committee should be to aspire to a positive health culture within the membership and maintain high standards of health and safety management. Assessment of risk is key. It is important that event or activity organisers ensure that assessments are undertaken and that those participating should be aware of significant hazards and measures required to eliminate, mitigate or control risk. Most safety legislation nowadays is 'goal setting' but certain legislation is 'prescriptive' and compliance is obligatory. An example of these during the year were Government Covid-19 directives some of which were mandatory. This 'tied the hands' of the Committee in deciding the measures or closures which have had to be followed at GYC earlier during the pandemic.

Actions to Date and Future Developments

The Safety Officer's duties are as scheduled below and I report actions taken this year and proposals for 2022 as follows:

Safety Officer Duties	Progress to November 2021	Proposals for 2021
Oversees General H&S Policy	A GYC H&S Policy has been prepared.	A GYC H&S Manual IS to be developed.
Oversees Risk Assessments for GYC Activities and Events	Existing GYC Risk Assessments including a Fire Risk assessment have been reviewed and new ones introduced.	Ongoing process
Manages Training and Assessment of GYC Plant Operators	The Corona virus has continued to limit progress in 2021.	To be progressed.
Ensures regular plant inspection and maintenance	This is ongoing with statutory examinations undertaken. Unfortunately, the crane remains non compliant to current regulations	Ongoing duty.
Cooperates in liaison with our Insurance Broker	Liaison with the Insurers during 2020 has included issue of the newly prepared H&S Policy and preparation of	Ongoing duty.

	a Business Continuity Plan (both required by the Insurers). Also, collation of information relating to a claim by a guest at a Willo organised function held in Autumn 2019.	
Maintains First Aid Boxes to be accessible and properly stocked and ensures working defibrillator.	Check required	Ongoing requirement
Collates Accident Reports in Central File.	<p>Reports are stored electronically.</p> <p>A full report was prepared following the toppling over of a yacht in the boat yard with recommendations made to prevent a recurrence. There were no personal injuries.</p> <p>Investigations were also made into a fall off a ladder, an asphyxiation incident and sewer overflow on Peartree Way into the Boat Yard.</p>	Duty to be discharged if an accident occurs.

Sam Cornberg

IT

Website

Early in the year we launched a new website for the club. This was a time consuming project and though the end result is far from perfect, the general consensus seems to be that it provides a better 'public face' than we had previously. Most of the content was re-written from scratch and Jim Four was a terrific help in providing most of the high quality pictures that you see on the site.

The old website had a great deal of interactive features such as book moorings or yard space – and we decided to move that website to become a member's only portal separate from the main site. This allowed us to solve 'one problem at a time' as the task of replacing all the interactive stuff would be a huge challenge. We have tried to clean up content that was duplicated on the main website, so it is a bit easier to navigate. Other than that, most of the previous content and features remains.

Future plans

The next priority is to replace the old website / member's portal. This *must* be done at some point soon, because the software used on that site is very out of date and no longer stable. On the other hand, replacing all the functionality that we need from scratch is a substantial task – as evidenced by the huge amount of work that Ian Palmer and Tomasz put into creating this site some ten years ago. It has done sterling service, but it is hoped that a replacement will appear in the next year.

There are other IT needs which are still under discussion – such as the use of the WhatsApp groups, document storage, and perhaps platforms that would ease communication and smooth running of the club.

IT Survey

We conducted a member survey of IT use in the club. This was surprisingly useful; 54 responses was a very good response rate and should give us reassurance that members care about this issue. The following are a few of the points of learning:

- The age demographic of the club is going to be a challenge to any IT solutions.
- Members are confident that the new website will be better at attracting new members – nobody responding to the survey thought it would be worse!
- The members portal still has many of the usability issues it had when it was the main site – but there is some appreciation of the ‘cleaning up’ that we have done.
- The TNA is received by all respondents – and is highly appreciated: it needs to stay
- Whatsapp is used by about half of respondents and overall liked by those who use it – but the main group contains mostly information that is *not* ‘relevant or interesting’ to most respondents.
- Trident is still *mostly* read in paper form and only a small proportion read this only online. I think this is a vote in favour of the status quo to how we publish Trident.
- The forum on the old website is functionally dead, it is a forum which has ceased to be. Our social media channels have *not* taken over from this – Whatsapp comes closest but some members deeply dislike this.

Richard Phillips

Membership

Since December 2020 there have been 46 memberships signed up (11 Family, one Youth, 34 Individual), of which 4 chose not to renew this year.

Another eight memberships will be taken to the November committee meeting for ratification.

A lot of keen people are joining, but sometimes I’ve struggled to give them a water-based participation as we need more club helms for the dinghies and more cruisers out sailing.

My sub-group has been very helpful in minding the Welcome Desk and supporting me on Tuesday evenings. I think this will be my last year as membership secretary and I need to delegate and streamline the work involved in membership so that the sub-group can continue to support whoever goes on the committee. There is certainly room to reduce the paperwork.

I have set up an Applying Members What’s App group which most applying members opt in to. After ratification at committee meetings I move them on to the What’s App group and they are able to join any of the social media sites.

I have also set up a Powerboat What’s app group so that powerboat owners or aspiring owners can join to arrange trips and link up.

Jennie Hawley

Bosun

Despite, or perhaps in spite of, Covid we have managed to keep an array of safety and workboats on the water all season.

The annual servicing of all the outboard engines at the beginning of the season showed up a number of problems, including three engines damaged during use last season and one engine which was repaired and blew up and another engine that had a seized morse control.

Because of Covid lockdown, and manufacturing closing down during the pandemic, it has been extremely difficult to source spare parts, and parts coming from Europe and China have been taking over two months to arrive in this country. Some parts are still hard to source.

- The workboat has done sterling service throughout the season, although it has needed a new starter motor and ignition key, and a new bilge pump. It is now awaiting its annual maintenance which had to be postponed.
- The trot boat has been mothballed for most of the season. The engine was sent to an agent for major works last season after water fed back into the engine from the exhaust pipe causing substantial damage, and it blew up within days of being put back in the boat. We now have the engine back on board in a 'nearly new' condition, and this will hopefully last a very long time so long as it is regularly maintained and cared for. The boat has also had a new bilge pump, and a lot of seasonal maintenance of the boat and electrical equipment was carried out while we were waiting for the engine to be returned.
- The rib we have on loan from the Ahoy Centre has had substantial work carried out on its' structure and has been on the water for most of the season.
- The GYC rib has been out of the water all season because of a seized morse control. Despite our best endeavours we are still trying to find the correct replacement.
- Yellow Peril has been out on the water all season acting as a backup where necessary.
- The white dory has also been on the water all season. She had a substantial refit over the winter and although the lack of available outboard engines meant that she was underpowered, she has been available to take members to their boats and carry stuff around.
- The workboat, trot boat, and the two ribs all now have VHF/DSC radios on board and have been registered with their own MMSI numbers and call signs. All the other boats continue to use hand-held VHF radios.
- We still await parts for a couple of other engines.

Although it has been a difficult season operationally, we have managed to keep a fleet of boats available throughout the season, and even satisfy the RYA during their assessment earlier in the season.

It is hoped that next season will prove a little easier.

Gay Marchant