

LTYC AGM REPORTS -13th June 2021

Vice Commodore Report –

A year dominated by upheavals with COVID and latterly, the departure of EAT Catering.

The Club building faces some large maintenance issues namely the deteriorating condition of the roof, repairs to the chiller and the failure of the plumbing for the upstairs ablutions.

Funding can be found for the roof replacement, but the club will still be up for several thousands to reach the estimated costs of \$60k - \$70k. Although not urgent, this project is becoming more pressing each season.

The chiller is very expensive to operate and needs the compressor and evaporator components replaced if it is to be kept in service. The cost is about \$8k. It is being considered to abandon this chiller room and install glass fronted display fridges in the bar. This would cost half the repair estimate and drastically reduce the operating cost. It does have implication for any future caterer who will need refrigeration if the kitchen is to be used for preparing food.

Water damage in the ceilings upstairs has occurred due to the roof leaks as well as failing plastic piping. This plumbing is to be replaced in the very near future to avoid any further damage (which would not be covered by insurance).

Unexpected costs have been incurred on P2 with an additional unbudgeted \$8k being spent. The need for having two large launches and the alternatives, have been debated. Options range from selling the launches while they are in good condition, or waiting until a major failure renders them unusable, after which they will be worth very little. There is also no certainty what sort of vessel would be needed to replace them and whether these should be borrowed or hired when needed, or bought outright. These decisions await the new committee.

The club income from hiring the building and operating the bar has been affected by COVID. We were fortunate to be able to recover some lost income from Government Subsidies but in the latter part of the season, income became rather uncertain. The lack of a clearly worded lease with EAT Catering meant there was uncertainty about the allocation of income between them and the club, and it was very difficult to impose discipline on operations both of the club and the caterer.

EAT Catering decided not to renew their lease of the kitchen and operation of the club venue. This has forced the committee to investigate the future management options for the venue. Ongoing negotiations are in progress with prospective tenants. Information about this has been circulated via the Lubberline and Email correspondence.

Hopefully the incoming Vice Commodore will be able to spend his time managing the assets of the club and not its relationships.

Philip Kidson

Rear Commodores Report

Although not as dramatic as the last season this season has still had its challenges with lighter wind conditions for a big part of the years racing. These conditions led to some unfair results overall but made sailors get to grip with light weather sailing.

With the change in making the Learn to Sail participants join the club as members instead of a short course subscription meant the new sailors had access to tuition though out the year which led to a much larger retainment of sailors at this level. In previous recent years the retaining of these new sailors was poor which shows up now with the club lacking numbers in both the Green Fleet and Open Opti fleets.

I wish to thank Jamie Dale for starting the Learn to sail course and giving the sailors the much needed early tuition before them venturing into the unknown of the practical on the water side of sailing. This is necessary and part of the YNZ learn to sail Course. Thanks then go out to the team of on the water coaches that continued to advance the sailors ability to where they are today.

Good numbers in the Centreboard fleet on Wednesday nights also made for competitive racing in the lighter conditions, these numbers were helped by a large Laser fleet which seems to be getting to be a popular class.

Those members running the Sat or Sun Ice Cream run need to be commended as this also has become a popular venture as the more time on the water for all sailors has them gaining experience, maybe we could see a few Trailer Yachts joining them !

With 1 or 2 extra Trailer Yachts either on the water or in the wings ready to come out meant that fleet had roughly the same numbers and it would be good to see that fleet build. Weekend racing or Cruising has been reasonably popular with these bigger boats with up to 8 boats participating at times.

The races would not happen as well without our Race Officers and Drivers on the 2 Patrol boats, many thanks go out to Rob Bleakley and Peter Webb on P2 and to David Sherwood and John McLennan on P6 and also to other people that has assisted from time to time.

6 Regattas over 6 successive weekends meant a big effort was needed from our members to cover catering, Beach masters, RIB drivers and crew, Results person and others and many thanks go out to all those that helped out in any way.

These regattas may not have made a lot of extra funds for the club but it certainly raised our profile with other Yacht Clubs.

I'm sure we all look forward to another interesting season.

I would like to wish the incoming Rear Commodore all the best over the next season.

Peter Roberts

Health and Safety Report

It would be nice to report we were all healthy and safe this season, but this would not be the complete truth. Incidents of harm were few and our members were not affected by any lapses in our H&S Management Systems.

The most serious incident to occur was to Martin Bradley (Second Edition) while helping out on a committee boat. His hand got caught between a mooring line and a deck cleat and he lost the tip of one finger. The cause of the accident appears to have been caused by his eagerness to help on the boat and miscommunication with the skipper while casting off. No procedural or material modifications were deemed necessary to remove the hazard – but it served to remind us all of the dangers when operating boats.

The club's application for MOSS Exemption has not been progressed. This is entirely my fault and will be dealt with soon. MOSS Exemption allows clubs to operate outside of the requirements of NZ Maritime Law. IF a club can demonstrate it meets a fixed set of guidelines set out by YNZ. There is a lot of compliance required within these guidelines which, for the most part, the club follows as part of our historic mode of operation.

However, there are a number of areas where we do not comply and are open to liability if there was a serious incident and we were investigated. The most serious of these areas is to do with how we train our safety boat operators, keep records of this training and ensure adequate safety equipment is aboard each boat. Safety of our members on the water is at the sharp edge of what we do and compliance in these matters is not trivial.

I hope we can do the MOSS Exemption preparation for the summer in this off season and be ready before opening day.

Philip Kidson