**ECYD Minutes of the 2022 AGM meeting on Saturday 19 November 2022**

**At Littleton Sailing Club, Littleton Lane TW17 ONP**

**Present**

At the start of the meeting: 24 members and 10 on-line through Zoom

The captain of the club Brian Barnes welcomed all members and thanked them for their attendance.

**Minutes of the 2021 AGM.**

There were no questions and the minutes of 2021 were approved by the meeting.

**Captain’s Report**

Brian reminded members that the previous decision to take Freyja to the Baltic during the summer long cruises had been called off not only because of concerns Covid might have on entry into Europe but also that the UK’s departure from the European Union had thrown into doubt the VAT status of Freyja [§ see post meeting note at end of these minutes]

Brian reported that 2022 had been an exceptionally disappointing year for the club, both in terms of member participation of the running of the club, particularly support for our yacht husband and for early and late season courses and events. This was also reflected in the take up of charters for the long trip to the west coast of Scotland. Freja spent 61 days sitting unused on a pontoon in Kerrera with a significant loss in income and opportunities for members to sail Freyja. Those who did so enjoyed their sailing in what for many were new waters, including the first ‘young-family’ sail on board Freyja on the Caledonian Canal.

The captain had reported previously to all members through the CSSA and ECYD newsletters some of the highlights of the summer long trip and briefly covered the return home from Inverness. Freyja had experienced very poor weather and in the event Richard Maxwell was asked to put together a ‘rescue’ crew to complete her return to Ipswich from Sunderland. An event which itself required assistance by the RNLI when Freyja became snagged in 50 metres some 30 miles off the Yorkshire coast.

The captain’s written report to members is attached.

**Treasurer’s Report**

John Figgures provided members with annual accounts for the year ending December 2021 and a report on the likely year-end turn out for 2022.

The income for 2021 was less than that of the pre-Covid period which was disappointing but not totally unexpected. However the need to maintain Freyja to ensure the safety of members was paramount and was within the budget agreed with the yacht husband.

The anticipated financial turnout for 2022 was not just disappointing but extremely concerning. As reported by the club captain poor take-up of events early and late in the year, together with a loss of income of about £15k while Freyja was moored at Kerrera meant that the club should expect a deficit of income over expenditure in 2022 of about £23k.

In spite of this and in anticipation of a more successful 2023 John recommended that subject to approval by the club’s executive committee the fees for next year should be increased by only a small percentage increase over those of 2022, including courses, taster sails and sea time.

The accounts for 2022 were approved.

Mary Gandy had indicated her willingness to be the independent examiner of our 2022 accounts. This was approved by the meeting and a vote of thanks was recorded for her continued support of the club.

The treasurer’s written report to members and accounts are attached.

**Yacht Husband’s Report**

The yacht husband’s detailed written report to members is attached to these minutes.

Paul Dunn took the opportunity to highlight particular issues in respect of the need to not only respond to reported maintenance issues but also the need for us to be pro-active in ensuring that we met the needs of members for an attractive yacht that was in all respects safe.

Last year the keel bolts were inspected, with signs of superficial rust on 3 of 10 bolts cleaned, and this year the mast is being inspected and the spreaders, now 17 years old, replaced.

After Freyja’s snagging off the coast of Yorkshire some superficial abrasions were found around the rudder and there was rope around the drive shaft and prop. The rudder does not appear to have been compromised and as a precaution the cutlass bearing on the drive shaft will be replaced as it is showing some wear.

This year has seen unusual and surprising erosion of the sacrificial anodes. It may have been due to a loose earthing wire in the engine compartment, but it will need monitoring over the winter and probably next year.

Skippers have remarked on positively to the new electric outboard motor, very quiet, and it is likely that it will be well used next year in the Baltic. Some members have suggested that though the radar See-me is believed to be effective in enhancing other vessels awareness of our presence, an AIS transmitter would provide detail to other users and show up better on their AIS receivers. The likely cost would be about £1,200 plus fitting.

The sprayhood is in relatively poor condition. Replacement this year might cost £1,200, a repair £400. It may be possible for members to ‘make good’ this year with replacement next year. There was a lively discussion on the merits of providing a ‘pramhood’ to enclose the cockpit in poor weather when moored up. This would cost about £3,200. While well-received strong concerns were raised about likely damage to it from those who, unlike an owner, would only erect it occasionally.

The treasurer noted that some members had offered to make donations towards the cost of the cover. If any other member wished to contribute financially to this desirable addition, they should contact the treasurer.

Planned works this winter include making good water damage to the doors in the heads, replacement of a window and resolving the issue of the sticky Velcro tapes on the saloon back cushions.

Paul expressed his thanks to all those who had helped him with maintenance in the past and though he was standing down as yacht husband he would continue to ensure that by 31 March 2023 Freyja would be ready for the season. Paul confirmed that he would be happy to support the new yacht husband as he or she settled into the post.

The need for members to help with maintenance was as acute as ever, especially early in the year before Freyja is commissioned for the season ahead. Unlike CSD who had a team of four members who met monthly to help maintain Sea Essay, we had nothing similar and depended on a very small number of members to help with ad-hoc maintenance.

**Election of Officers**

There being no other nominations made at the meeting those who had agreed to stand and properly nominated were duly elected.

Captain John Figgures

Yacht Secretary Mary Reed

Treasurer John Figgures

Crew Bureau James Allen

Membership Secretary Jeff Herschel

Webmaster Martin Hugo

Editor ECYD News Tony Pattison

Member Paul Dunn

Member Vic Crawshaw

Club Secretary VACANT

Yacht Husband VACANT

Member Training VACANT

John Figgures, the new club captain, made an impassioned plea that all members should see Freyja effectively as their own property and play a full role in the future of the club. By helping with maintenance, taking up the early and late season sailing opportunities and chartering Freyja during the season, especially to the Baltic next year which would ensure the financial viability of ECYD.

John effectively gave notice that while we could call on our reserves to see us through 2023 unless there were radical changes the future of the club was at stake. The new club captain was nevertheless optimistic and thanked those who had offered to stand as officers for 2023.

He welcomed the appointment of Tony Pattison as new editor for ECYD News and proposed a vote of thanks to Paul Dunn who was retiring from his role as yacht husband. A role that was probably the most vital in the club. The appointment of a new yacht husband before Freyja left for the Baltic was vital.

The AGM concluded with the retiring club captain Brian Barnes being thanked on behalf of all members for his service over many, many years and was presented with a bottle of single-malt whisky by the new club captain.

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§ Post meeting note

CSSA with considerable support by the club has endeavoured to seek agreement with HMRC enabling us to confirm on a return from abroad that we can with confidence confirm the VAT status of Freyja. To date no such agreement has been reached, but we will take Freyja abroad in 2023.

**Treasurer’s Report to the AGM**

The Final Accounts for 2021 had been available on the ECYD web-site; copies will be circulated at the AGM. I appreciate the independent inspection by Mary Gandy who ensured that we were accounting correctly all income and expenditure.

At the AGM, there will be available the draft Income and Expenditure statement to date for 2022 with anticipated expenditure.

The cost of moorings for 2022 included an element to cover mooring charges at Oban (Kerrera). As there had not been a full take up of charters at the start of the Long Trip, your committee thought it sensible to have a pontoon mooring available at Kerrera. Unfortunately, CSSA members did not appear to wish to sail Freyja or enjoy the opportunities of sailing the West Coast of Scotland.

Freyja sat on a pontoon at Kerrera for 61 days – an income loss of £15K.

Income from charters and courses had been less than 2021 and in pre-COVID years; the income was insufficient to cover costs. Unfortunately, as a club, we cannot continue to operate in a loss making role.

Since 2016, Freyja’s utilisation – based on income from charter fees – has been decreasing. I accept that not all our skippers wish to cruise UK waters, which had been a self-imposed constraint - partly the impact of Brexit and the constraint of sailing in UK waters while we sought to resolve the matter of Freyja’s VAT. Although the VAT situation has not been resolved, notwithstanding efforts by CSSC, we plan for Freyja to be sailing to the Baltic in 2023.

What is disappointing is that our Skippers do not appear to be excited about sailing a well-found and capable yacht such as Freyja and are not seizing that opportunity. Our maintenance costs have not diminished: our yacht husband has been working hard to ensure that Freyja is kept in good and - more important - safe condition. I have worked with our yacht husband to ensure that our funds are used only for essential maintenance; we have received some donations to fund desirable or cosmetic enhancements.

Many CSSA members had said that they had much enjoyed sailing a yacht of Freyja’s quality and sailing performance, which is why we had kept Freyja well beyond the 7-10 years original plan. It is testament to the work of our yacht husbands, to those who volunteer for maintenance, and to her build quality that Freyja is in a condition where she continues to attract admiration.

Charter fees for 2022 were increased by £10 per day from 2021 – an increase of 4 – 5%. Your committee will consider an increase in daily fees for Sea Time and Courses for 2023.

If Freyja is not fully utilised in 2023, then we need to consider the affordability of owning a yacht such as Freyja and also the future of the East Coast Yacht Division.

John Figgures

Treasurer

November 2022

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| **ECYD INCOME AND EXPENDITURE ACCOUNT**  |
| **TO 18 NOVEMBER 2022** |  |  |
|  | **Outturn** | **Totals** |
|  | **to Date** |  |
| **INCOME** |  |  |
| Courses | 2,372 |  |
| Charters | 18,139 |  |
| Temp Membership Subs | 180 |  |
| Interest on Deposit/Savings Accounts | 24 |  |
| Other Income | 40 |  |
|  |  | 20,755 |
| **GENERAL EXPENDITURE** |  |  |
| Moorings etc | 8,091 |  |
| Diesel/Gas | 1,515 |  |
| Insurance | 747 |  |
| Charts/Pubs | 283 |  |
| Maintenance | 25,173 |  |
| Maintenance Travel | 1,904 |  |
| Course Expenses | 107 |  |
| AGM | 0 |  |
| Admin | 540 |  |
|  |  | 38,360 |
| ***Anticipated expenditure in current year*** |
| Work at Fox's (engine overhaul, replace cutlass bearing and anodes, repair gelcoat damage) | 2,000 |  |
| Evolution Rigging | 2,500 |  |
| Electrical work | 650 | 5,150 |
|  |  |  |
| **NET SURPLUS / ( - DEFICIT)** |  | -22,755 |
|  |  |  |
| **BANK BALANCES at 18 Nov 2021** |  |
| Current account | 120 |  |
| Deposit Account | 9,796 |  |
| Savings Account | 24,232 |  |
| **Total Cash Assets** |  | 34,148 |
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| **Treasurer's Summary (as at 18 Nov 2022)** |  |
| There was a smaller than anticipated income from charters and courses |
| There were some unexpected maintenance costs. |  |

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**Yacht Husband’s Report to the AGM**

**Another Year in Commission**

**Winter Maintenance in 2021/22.**

The plan worked. A welcome response from skippers involved in the Sea Trials in the final phase. We’ll run that phase again. Membership involvement in Phase Three was limited. Possibly due to COVID or it might have been that people were unsure as to whether they could be of use.

The message for this year’s layup is we very much need member participation. It lightens the workload and really helps crew to understand how the boat works and what to do if something needs fixing.

**What Happened in 2022.**

**Rusty Keel Bolts:** Keel removal identified rust on 3 of the 10 the keel bolts, not thought to be too serious. The bolts were treated, and the keel re-bedded. Surveyor recommended for further inspection in 3 years. This highlighted the need to avoid having standing saltwater covering these bolts.

NB. Only the manual bilge pump will clear the well, the electric pump draws at a higher level.

**Rudder Bearing.** The same surveyor identified damage to the fiberglass casing around the rudder shaft. This too was repaired and at the same time a new bearing fitted. The repair went well, however the bearing required further attention to remedy stiffness we experienced earlier on in the season. During the year we’ve had two further incidents involving the rudder, not serious enough to put Freyja out of service, however it will need closer inspection as a precautionary measure during the lay-up.

**Galvanic Corrosion Update.** In August I had Freyja lifted out in Oban and found that the prop anode had almost disappeared, only the retaining bolt remaining. This discovery put aside thoughts of environmental causes and now focused attention on the vessel itself. A new prop anode was fitted along with an additional anode to the shaft itself. More detailed investigation will take place during the 2022/23 layup.

It may not be the answer however the keen eye of a crew member in September discovered that an earthing wire in the engine compartment had become detached. This has since been reconnected and the wire re-crimped. Checking of all earthing wires will take place during the layup

**Raymarine Axiom Pro 12 & 9**. We now have both replacement MFDs fitted, the latest installation being the Axiom in the cockpit in August. That’s the good news. However, there have been some concerns raised over the connectivity between the two units and whether the cockpit MFD is truly acting as a slave to the master below.

**Fuel Starvation**. We had a series of issues with the engine between May and September, involving intermittent power loss. All signs pointed towards fuel starvation, for whatever reason. An engineer brought on board in Peterhead in September bled the system, change both inline filters and diagnosed diesel bug.

On return to Ipswich all the fuel was removed, the tank was thoroughly cleaned, and the fuel recycled through a series of filters. Some water found and yes, a significant quantity of muck, however no evidence of diesel bug.

If any lessons are to be learnt from this experience it is that routinely using Diesel Bug Treatment does work. If you suspect that some form of contaminate is in the fuel and causing fuel starvation, then checking and possibly replacing the primary fuel filter might be the way to go.

**Winter Maintenance 2022/23 - Four Phase Plan - 06.11.22 – 31.03.23**

**Phase 1: 07-13 Nov 22**: Prepping the Boat for lay up involving removal of upholstery; sails; life raft, life raft; dinghy; outboard; pillows/curtain; all for cleaning, valeting repairing and servicing, as necessary.

**Phase 2: - 14 Nov 22 – 13 Jan 23:** This is very much in the hands of our contractors, estimated to be completed within 7 weeks.

Works include 4yr/1000hr engine service, rudder inspection and remedies as appropriate; gelcoat repairs; anti-fouling & polishing of the hull above the waterline; Furlex repair, mast inspection and likely replacement spreaders; valeting, repair of sails, as necessary; in addition to all the routine servicing

**Phase 3: 13 Jan 23 - 05 Mar 23**: This is a Club activity, meaning all those jobs not allocated to a contractor will need to be undertaken by the membership. Tasks range from cleaning the bilges and galley; polishing the cockpit and coach roof; checking the inventory to identify that everything is in its place and if missing replace as necessary; washing down and treating the teak decks; through to putting sails back on and checking the halyard and ensuring that all the safety equipment is in place.

**Volunteers Please.** This is where participation is required. Dates are flexible, weekend or weekday to suit. It is not dependent on you having any particular expertise, just be prepared to turn up in working clothes with a smile and a sense of humour. Skippers and their crew are encouraged to contact the YH with details of their availability and willingness to participate in this phase.

**Phase 4: - 06-26 March 23: Series of Sea Trials** Three periods of trial are planned, two skippers have already expressed an interest, a third is checking his availability.

**Familiarisation**; **Week of 27-31 March 23**. Any skipper requiring Familiarisation can give the YH a call to arrange a convenient date/time to run through the workings of the vessel. Numbers attending limited to two at any one time.

**What’s New in 2023**

The rigging is receiving attention. This year we are renewing our spreaders, and whilst the mast is off replacing the NHF aerial and once again checking and replacing nav lights as necessary.

Concerns have been raised over the structural soundness of the **top step in our companion way**. During lay up this step will be removed for repair and renovation. In its place will be a makeshift ladder whilst maintenance is underway.

The **fading vinyls** around the coach roof are coming off and all gelcoat in the cockpit and coach roof will get a deep cut, polish and ceramic coat which will significantly refresh the appearance of the boat. Achieved through doing it ourselves, coupled with contractor support **[£400].**

The battery powered **Hand Held VHF** will be replaced by a rechargeable DSC model acquired second hand at a cost of **£75.00.**

Up for discussion is whether an upgrade of our **AIS to include a transponder** is possible bearing in mind the expense **[£1,250 inc VAT].** There needs to be a discussion weighing benefits versus cost.

The current **spray hood** needs repairing. It has signs of UV damage; it is torn, and it leaks. Professional repair and re proofing would cost **£400**, replacement would be iro **£1,150 in VAT.** We can however make do by repairing it ourselves.

However, I believe we should seriously consider have acquiring a replacement **sprayhood with attached cockpit cover**. This will significantly improve living conditions on board during early and late season sailing, as well as giving shade in harbour during summer months. Materials to match our current stack pack. Costs, if order early would be **£3,250.**

Hopefully all the issues raised in clearance notes and raised by skippers in their reports either have been or will be addressed. As ever we would be grateful any suggestions to make living and sailing on board Freyja more pleasurable.

Paul Dunn

Yacht Husband

November 2022