MINUTES OF OLYMPIC AGM HELD ON 25 JANUARY 2014

Present: David & Hazel Atlass, Dave Brough, Phil Broughton, Jeanne Constable, Gordon Cooper, Janet Faulkner, David & Patricia Fisher, Clive & Di James, Dave Kee, Jean & Tony Martin.

Apologies for absence were received from Mandy & Richard Bosworth Jones, who were travelling along the Amazon.

1) CHAIR

It was agreed that Dave Brough should chair the meeting which was the 27th since the boat sharing scheme had been started.

2) ALAN

DB referred to the very sad passing of Alan Koch the week before and a minute's silence was observed in memory of the happy times he had had on the boat.

3) PROBLEMS ENCOUNTERED IN 2013

Clive and Di recounted the near disastrous incident that had occurred to them in Stenson Lock as a result of the back of the boat getting caught under a wooden protrusion. They expressed their regret for the disruption that had been caused to everybody involved in the boat as a result of the severe water damage to the engine. Their friend who had been steering was an experienced sailor but he was still not fully recovered from the trauma. He had indicated a strong wish to recompense the scheme for the costs that had been incurred. However the meeting noted that the vast majority of the expenditure had been covered by the insurance pay-out.

Dave Kee reported that he had written to the Canal and River Trust about the protrusion but had received no reply to date. Phil had also written a warning article about the incident in the IWA Manchester Branch magazine. It was agreed that CRT should be pressed for a response. **Action: DK.**

PB went on to report on the selection of SES Ltd to repair the engine and the memorable experience he and Gordon had had working with the people involved. They had provided exceptional service and the outcome of their work was to provide us with a fully reconditioned engine. He had purchased a supply of beer in recognition of their efforts at getting the job finished in time for Christmas but the meeting asked that a formal letter of thanks should also be sent by the Chair. **Action: PB/DB.**

David Atlass described the frustrations in negotiating with the insurance company and dealing with somebody who clearly had extremely limited knowledge about engines or anything to do with canals. Her reliance on an engineer who had caused damage to the engine was particularly exasperating but it was noted that as a result of the negotiations the company had increased the sum offered and had left us to decide how it should be spent on the repairs. The offer of £3130.02 had therefore been accepted. In view of the poor experience the meeting discussed whether we should carry on with the same company but it was agreed that that we should continue in light of the fact that they had formally accepted the way in which the boat is operated. **Action: DA/DF.**

Finally DK and PB explained the difficulties with the gear box during the Christmas trip and it was noted that it was now with SES awaiting repair.

The meeting thanked DA, DK, JGC and PB for their exceptional efforts in achieving what was a very satisfactory outcome to this near disaster.

Post-meeting note: The friend of Clive & Di who was steering during the 'incident' insisted that he wanted to make a contribution. He has sent a cheque for £426 to cover the current shortfall in the engine repair costs. David Brough has asked them to thank him on behalf of the members of the scheme.

4) 2013 FINANCES

Di was thanked for the early circulation of the accounts and PB explained the factors affecting the outturn for 2013 as follows:

- We had budgeted for a surplus of £227.00 but had actually achieved £2,343.60, resulting in an increase in the floating fund up to £3,933.85.
- Despite the long period with a broken down engine the usage of the boat was marginally up because of some trips early in the season.
- Income was over budget by £422.02 and expenditure was under budget by £1694.58 with savings being achieved on scheduled maintenance and also on occasional moorings (because the boat was broken down in one place and DK kept CRT fully informed)

5) OVERALL SHAPE OF SCHEME

It was agreed that the scheme had stood the test of time and that no changes were needed.

6) PARTICIPANTS

Gordon gave notice that he was considering a reduction to a half share and that he was talking to an old work colleague, Steve Baldwin, about taking the other half. It was noted that Steve had been on the boat on a number of occasions and was an experienced engineer. It was agreed to leave Gordon to deal with any application. **Action: JGC**

Jean said that she and Tony might possibly consider an increase from a half to a full share but it was noted that no decision had yet been made.

DK reported that Paul London would be retiring in the coming year and had expressed an interest in helping with maintenance work. It was agreed to enquire if he might be willing to take up a share or half share. **Action: DK**

7) SCHEDULED MAINTENANCE

PB presented the list of scheduled maintenance items for 2014 which had been subject to prior consultation and put in an order of priority with an allocation to individuals suggested by him and DB.

DK reported that the certificate issued under the Boat Safety Scheme expired in January 2014 and that an inspection during the Christmas trip had resulted in a failure on a number of relatively minor points. The necessary actions were in hand and a re-inspection would be arranged. **Action: DK.**

The meeting went through the list of jobs item by item and the following issues were highlighted:

1. A hull check was required under the boat insurance and dry docking was essential this year. In the light of previous experience on the need for welding weak parts of the hull it was agreed to add £500 to the budget.
2. Extensive re-painting of the exterior was needed and the offer from DB and PB to spend four days doing preparation was accepted with thanks. However it was agreed that the estimated expenditure on paint should be increased.
3. Following continuing problems with oven it was agreed to purchase a new cooker and to leave DA and Hazel to research the options further.
4. The suggestion of a lighting replacement programme was agreed in principle with a budget provision of £100 and some trials of different LED options to test out the quality and spread of the light.

With these amendments all maintenance proposals were agreed with the allocation of tasks as shown. It was also agreed that there should be one working weekend on 5/6 April. **ACTION: Those allocated jobs as shown.**

8) 2013 FINANCES

It was noted that the extensive programme of work for 2014 would reduce the floating fund by £1900 but that was accepted as it was an exceptional year with a hull survey, exterior re-painting and a new cooker. The draft budget was agreed with no change in the share cost or the daily or trip charges.

ACTION: Share costs of £430 (full) to be paid to Di as soon as possible.

9) CRUISING AREAS

There was a discussion about the cruising area for 2014 and it was agreed that this should be the Warwickshire Ring plus the southern Oxford. **ACTION: All.**

10) DOCUMENTS

No changes were identified for the end of trip checklists, boat manual etc.

11) APPOINTMENT OF OFFICERS

The officers were thanked for their work and re-appointed as follows:

Treasurer – Di
Deputy Treasurer – Phil
Secretary – Phil
Compliance Officer – David A
Working weekend organiser – Phil
Boat location recorder – Jean

12) ANY OTHER BUSINESS

Hazel asked for views on identifying a suitable canal project to which individuals involved in the boat could, if they wish, make a personal donation in memory of Alan. This idea was fully endorsed by the meeting and Janet suggested that a boat for people with disabilities might be appropriate. It was agreed to research the options. **Action: HA.**

13) THANKS

Thanks were recorded to Jeanne and Dave for dinner and the use of their house and to DB for chairing the meeting.