

	<p>There was discussion about a possible guest speaker for next year but it was recognised that time constraints might make this impractical.</p>	
<p>5</p>	<p>Events</p> <p><i>5.1 Regular racing programme</i></p> <p>Andy confirmed all in hand. Buoy C has been repositioned further to the north.</p> <p><i>5.2 Open Meetings</i></p> <p><u>Laser Open</u>: as last year, handicaps would apply for Radials and 4.7s. Rigs can be changed down but the competitor's handicap must remain unchanged over the series.</p> <p><u>Clinker Weekend</u>: the Oram passage race runs concurrently on the Sunday. There would be a separate Race Officer to finish this race.</p> <p><u>North West Norfolk Sailing Week</u>: racing for all fleets would be run for NWNSA on Tuesday 31 July, with an 8.30 start. The loan of one, or possibly two, safety boats has been agreed with Brancaster SC. Peter confirmed that Maggie May would also be on hand. To maximise racing time, committee boat Blossom could be moored overnight in the area of the Cockle Bight.</p> <p>Land-based volunteers will be needed for car park marshalling and refreshments. We only have use of the small front room at the Boathouse; this will be for refreshments, with an option for changing possibly in the store room behind.</p> <p>It was agreed to ask The Hero if they would make a special offer of mid-morning breakfast butties for the returning fleets.</p> <p><i>5.3 Regatta</i></p> <p><u>Entries</u>: it was suggested we look for ways to encourage more entries from Wells and Brancaster.</p> <p><u>Entry fees</u>: It was <u>agreed the race entry fee should be raised and the payment system changed</u> as follows:</p> <p style="padding-left: 40px;">Pre-entry payment for 3 races : £5 Or/ Payment per race on day : £2 Haines Cup entry by donation to RNLI via charity box as previously</p> <p>A dedicated person to collect race fees may be needed on the first day. It will still be essential for every entrant to register with the RO before each race.</p> <p><i>5.4 Social events</i></p> <p>Following interest shown at the AGM in adding another non-racing event to the programme, a possible treasure hunt was mooted. In conclusion it was agreed to put out a call via the Facebook group for anyone to come forward to propose and organise a 'fun' event.</p>	<p>AT</p> <p>All</p> <p>AT? CW?</p> <p>AT</p> <p>?</p>

<p>6</p>	<p>Communication and Website</p> <p><u>Website</u>: Dave Cooper had merged the Fixture list with the Race Duty sign-up list but other agreed changes to the website were still outstanding. In addition the website was in need of some general updating. Andy would speak to DC.</p> <p><u>Dropbox</u>: Rodney asked to be given access to the OSSC Dropbox pages so that he could draw on logos and/or a poster template for the OK Open Meeting poster.</p> <p><u>Communications schedule</u>: a 2018 version of the communications schedule, as initiated last year, is needed, with dates for the posting or circulation of all notices.</p> <p><u>Direct email-outs</u>: Notices for the Clinker and Laser Open Meetings should be mailed to all members; other Open notices to be targeted to the relevant boat owners only.</p>	<p>AT</p> <p>BG</p> <p>AT</p> <p>JH</p>
<p>7</p>	<p>Charitable Giving</p> <p>There were divergent views on this topic. It was <u>agreed in the end to cease the previous practice of making donations from Club funds and to replace this by dedicating one race in the Club fixtures programme to charity fundraising</u> [in addition to the Haines Race see 5.3].</p> <p>For this year, the Jubilee Trust Plate [2nd June] would be the designated race. Entrants will be invited to donate, with funds collected going to the Jubilee Trust.</p> <p>The races named after other charities [Deep Sea Fishermen etc] would continue under these names for the time being.</p>	
<p>8</p>	<p>Any Other Business</p> <p><u>Harbour Trust</u>: while there was no report from our HT representative, it was noted that the HT AGM was to be held that evening.</p> <p>In response to Rodney's question about action by the Club on mitigating plastic waste and litter, it was reported that an HT initiated harbour clean-up was scheduled for the next day.</p> <p><u>Power Boat Training</u>: Paul and Ben, both qualified RYA Senior Instructors with powerboat endorsements, proposed that OSSC apply to become an RYA Recognised Training Centre. This would entail payment of a one-off validation fee to the RYA of £384 and a lot of paperwork, including risk assessments, method statements and operational manuals. Once the application was approved, the Club would be an RYA Recognised Training Centre, subject to yearly inspections by the RYA, but with no annual fee payable providing we only train members and have suitably qualified instructors engaged with the Centre. The application would also include sailing recognition which would be another string to our offer should the Club wish to run courses or training in the future.</p> <p>Paul's advice was that our safety boat drivers should ideally be qualified; and that enabling the Club to provide the necessary training itself would be the most economical and practical way forward. Training would be offered to Club members only [generally aged 16+ but 13 plus with an endorsement that an adult</p>	

	<p>must also be aboard the boat].</p> <p>On payment of the validation fee, the RYA would carry out an assessment of the Club's facilities and personnel for training delivery. Paul and Ben would be the two Instructors named in our application. As regards insurance, it was thought that training activity would be included within the Club's existing policy.</p> <p>Paul and Ben explained that the alternative of sending drivers to an existing centre to be trained would be £300 a head (data from BSSC website). Over the last 20 years they have trained 15 club members under the Kimbolton School Recognised Training Centre (RTC) banner, however this is no longer an option as the School's training area now only includes Grafham Water, and Ben and Paul also no longer work at the School.</p> <p>It was <u>agreed that the Club should apply to the RYA for certified power boat training status at a cost of £384 to cover the application fee.</u> Before committing to the application proper, Paul would first fill out the form in draft and consult with the RYA Regional Officer to ensure that we have a viable case.</p> <p><u>Peter Holt's Solo:</u> Jan Holt had very kindly donated Peter's Solo to the Club, and it was intended the boat be available for any suitably competent member to sail. This would be announced on Facebook and on the Club notice board. Having been refurbished by Andy, the Solo would now be parked on the Hard. Insurance cover is to be added to the Club's policy [approx £50]; and it was suggested the Commodore write to Jan Holt to pass on the Committee's thanks.</p> <p><u>High tides:</u> Peter observed that the timing of some high tides appeared to be earlier than scheduled. This should be monitored for possible effect on race start times.</p> <p><u>Foiling dinghies:</u> it was agreed not to allow foiling boats in Club or Open/Regatta races.</p> <p><u>General Data Protection Regulation 2018:</u> the new rules relating to holding personal data should be checked to establish what action, if any, needs to be taken re the Club's data holdings.</p>	<p>PG</p> <p>AT</p> <p>AT CW</p> <p>JH</p>
<p>9</p>	<p>Date of Next Meeting</p> <p>Saturday 28 July at 2.00 pm, venue tbc.</p>	