



Pin Mill Sailing Club



DECEMBER 2011 NEWSLETTER


For all the very latest information, visit the website at www.pmsc.org.uk

Commodore's Corner

Thank you to all that attended the AGM on Saturday 26th – my full report will be published in the newsletter. The main item covered was reporting on the financial state of the Bar, following the revelations of last year's audit that a significant amount of money was unaccounted for. While no evidence was found internally or by the Police as to who was the culprit, the accounts this year show that the problem is no longer ongoing and hopefully I have reassured you that everything possible is being done to ensure it can not happen again.

The previous weekend saw us hold our annual Dinner Dance at the Last Anchor at Ipswich Haven Marina for the first time. As it was a new venue and a different band to previous occasions, the week leading up to it were a little unnerving for me, and there was some final organising that had to be done on the day, but event itself went extremely well. An event like that really depends on a high quality of food and service to make it really special, and they did not disappoint – serving quality food to individual tables is one thing, doing it for 61 all at the same time is something else! A good time seems to have been had by all, and Elaine and I very much appreciate the wonderful emails and comments received. I think we have a good idea of where to go next year...

We are now heading into our busy festive season. This starts with our traditional Shanties and Ditties night on December 10th, Christmas Lunch (sold out!) on the 18th, Christmas Eve Carols on the 24th, the East Suffolk Morris Men with us at lunchtime on Boxing Day, and then see the old year out on New Year's Eve. Our first event in 2012 is on Saturday Jan 21st, when we have Burns' Night, which is always good fun and not to be missed – something for everyone!

 On behalf of the Flag Officers and Committee, I would like to wish you all a very Merry Christmas, and a prosperous New Year.



**Lee Foster
Commodore**

Diary



Saturday 10th December
Shanties and Ditties

Sunday 18th December
Christmas Lunch

Saturday 24th December
Christmas Eve Carols

Monday 26th December
Boxing Day Morris Men

Saturday 31st December
New Year's Eve Party –
see website for details

Friday 6th January
London Boat Show opens

Saturday 21st January
Burns' Night

Saturday 28th January
Quiz Night – *Please note
change from date published in
the Almanac*

Saturday 4th February
Talk by Chris Green on
“Films made in Suffolk”

Saturday 18th February
Dinner Night

*The next newsletter will be in late
January. Contributions please
By 20th January to;
circular@pmsc.org.uk*

Welcome to New Members

Marysia and Alan Bothwell of Harkstead, owners of La Retreat.

Sarah and Michael Hallows, daughter Alice of Bentley, owners of Annella II

Pennie and Alan Nash of Chelmo.

Latest News

The children's party planned for December 17th has been cancelled.

Fred's annual quiz night has been moved to Saturday 28th January

Annual Shanties and Ditties Evening

Saturday 10th December 2000

Hosted by

**High Water Mark
Shanty Group**

Additional Singers/Musicians welcome

Free entry - guests welcome

Inquiries - Ken 01473 780625

Sunday Lunchtime

A request from the Committee to assist our staff – could all food orders be in by **2.15pm** at the latest please.

News from the Coastguard

CALL OUTS

7 October – 0845 – Called out to search along the Strand following reports of potential incident.

9 October – 1350 – Young female stuck in mud on Stour Estuary, pulled out by helicopter. Coastguard team met helicopter and took over care of casualty.

12 October – 1730 – Casualty on Orwell Bridge successfully talked down by police.

14 October – 2220 -- Casualty on Orwell Bridge successfully talked down by police.

The incident on 9 October was, on the whole, pretty exciting – at least for me as first on call, and the casualty as well. I was minding my own business, sipping a half pint of bitter in the Club Bar and chatting to the owner of Cygnet, when the pager started to vibrate. My usual reaction to this is “oh” followed by an expletive and I can only hope I managed to suppress the latter. There were looks of surprise, so perhaps I didn't, as I dashed out of the Club to get back to my car and my mobile, to ring Thames Coastguard. The call out started with frustration as ambulance, fire tenders and fire water rescue vehicle, and ourselves assembled at Shotley Gate, the casualty having told Thames that she could see the Felixstowe cranes. Clearly she was nowhere close to Shotley Gate. The helicopter had also been called out and its initial sweep was without result but on the second go, they spotted her on Harkstead Point. The helicopter

crew intended to send down the winch man to pluck her out of the mud but, in case they failed, they requested the emergency vehicles to go to the scene as back up. They did succeed and whilst the other emergency service people were stood down, the helicopter requested Holbrook Coastguard to direct them to a suitable landing point to meet an ambulance. This seemed a good moment to delegate to my quick thinking colleague, once a helicopter pilot himself, who suggested the Millennium field by Harkstead Village Hall. This provided Sunday afternoon excitement for residents, as the Sea King landed and unloaded their passenger. Our training includes assisting helicopter landing. We listen, thinking 'unlikely to happen', and, in fact, I think I am right in saying that this is the first landing the team has been involved with in 15 years. What an adrenaline rush.

I would like now to introduce you to another, you could call it, piece of equipment that we have, our CRV (Coastguard Rescue Vehicle). This is an adapted twin cab Toyota Hilux. I am sure you have spotted it on numerous occasions.



The back of the vehicle is full of useful things such as stretchers, first aid kit, flares, smoke markers, spare life jackets, water rescue equipment, warps and not least a motor winch with equipment (in case the vehicle gets stuck). Moving forwards to the cab, in the middle of the vehicle for the front passenger to operate is the control panel for the emergency lights, siren (choice of two sounds), and flood lighting. We have a VHF radio set which is more powerful than our handheld radios and acts as a communications centre point when

undertaking searches. We individually have call signs, and the vehicle is "Holbrook Mobile".

I would rather have 0300 hrs call outs than have to drive it on a muddy farm track in winter down to the river's edge. However, we all have to do it and most find the 'off roading' exhilarating. I have, under the guidance of our Station Officer, driven it up a flood bank and stopped with it perched (to my mind precariously) on the top. Peter sat there grinning, clearly amused at my apprehension but also enjoying demonstrating the vehicle's capability. I comfort myself with the thought that what I may lack in driving skills I can make up for in delegation. I also comfort myself with Sara's advice, which is: sometimes it is better to walk.

**Romy Blackburn
Coastguard Rescue Officer**

It has been announced that Thames Coastguard will definitely close by 2015

The closure of the stations at Gt. Yarmouth and Walton –on-Naze will not effect the local coastguard coast rescue teams or the response in emergencies.

In a life-threatening situation on the boat send a distress alert followed by a Mayday. The DSC alert will send the position, if the radio is connected to the GPS, and identity of the vessel MMSI.

The 2012 Harwich Harbour Guide is now available in the club.

It has a mayday procedure card on the back.

Nautical Photographic Competition 2011

Someone said 'All you really have to do is to take your camera to Pin Mill and photograph what you see', and in fact this year we seem to have received more pictures than usual of Pin Mill at every stage of time and tide. Several entries captured the snowy foreshore last winter – in fact one of my personal favourites was the pattern of frozen puddles on the Hard, with the very appropriate title 'Brrrh !!', a wonderful reminder of how very cold it was here last December. It's also clear that our photographers are developing a keen eye for a good composition and seizing opportunities to obtain an unusual shot. Perhaps attendance at a local photographic course is having its effects!

79 photographs were submitted and it was particularly gratifying that some of our younger members decided to enter this year, holding their own against more experienced photographers. Well done to them – we look forward to adding their names to the Cleyndert Trophy one of these days.

We were very fortunate that Anthony Cullen kindly agreed to judge the competition and he paid his usual close attention to all the entries before making his decisions. I was aware that he had to make a very hard choice between his two main prizewinners, but he eventually decided to award first prize to Graham Cameron for his beautiful "Wind power". Whatever sailors may think about wind turbines, this vision of a group of them appearing to float above the sea was really magical. Pat Prosser came a close second, having risen very early one morning to take an equally magical photo, "Sunrise at Pin Mill 5.50 am". Anthony decided not to award a 3rd prize, but instead named a generous list of Highly Commended and Commended entries:-

Highly Commended

Shirley Balfe "Summer Evening"; David Barklam "Frozen Foreshore"; John Bowman

"Journey's End"; Estelle Dragan (age 14) "The Pontoon of Pin Mill"; Mark Grimwade " 'La Recouvrance' arriving at Golfe de Morbihan"; Mike Hill "Old Dinghy at Felixstowe Ferry"; Pat Prosser "Sunrise at Pin Mill 5.47 am" {evidently she was up even earlier!}; Val Stone "Three Smacks"; Renee Waite "Boat at Dawn".

Commended

Shirley Balfe "Under Tow"; John Bowman "Starting Them Young at Pin Mill"; Graham Cameron "Portland Sunset" and "Sploosh!"; Marjorie Carter "At Gravedona"; Sarah Curtis "Mainsheet"; Tom Curtis (age 10) "Rigging"; Mark Grimwade " 'Is this the best way to change a lightbulb?' " and "Working Aloft"; Pat Prosser "Pin Mill Rainbow"; Bryan Rogers "Little Egret in Calm Water at Pin Mill".

Members who visited the exhibition over the weekend were invited to vote for the photograph they would like to see on the cover of next year's Almanac, and the overall choice was Val Stone's Highly Commended "Three Smacks".

Grateful thanks to Anthony Cullen for his time and expertise, and also to Shirley Balfe for her assistance setting up the display, not forgetting those who were enlisted to erect tables and screens.

Very many congratulations to the prizewinners and all the runners-up, whose photos can now be seen on the Club website, and indeed to all the photographers who provided us with such an enjoyable and impressive exhibition.

Marjorie Cater

Once again PMSC members can avail themselves of discounted entry tickets by quoting the special booking code below

Tickets cost £12 and are valid any day including Preview Day, Friday 6th January.

WEBSITE BOOKINGS:

www.Londonboatshow.com

TELEPHONE BOOKINGS: **0871 230 7140**

BOOKING REFERENCE CODE: **Clubs 12**

IMPORTANT NOTES

Tickets can be ordered up to midnight on Thursday 14th January. They can be printed at home, delivered by post, or collected at the Show.*

A single transaction fee of £1.75 applies whether ordering one or any greater number of tickets.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

The above phone number and website are for orders of less than 10 tickets. Group orders for 10 or more tickets (still at the same price) can only be made by telephoning National Boat Shows ticketing agency, Seetickets, on 0871 231 0828.

*Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased shortly before the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

NB For anyone intending to visit the show who wants to avoid driving, there are usually coach trips organised by local clubs who may have seats available- please contact Vice.Commodore@pmsc.org.uk for latest information. Rick Kirkup

August Bank Holiday Cruise

The August Bank Holiday cruise consisted of me in "Viking" and Val Stone in "Aurora". It was advertised as a mystery cruise, but the mystery was resolved when we met up in the clubhouse on the Friday (?) night, discussed the forecast Westerly gusting 6, and decided that Wrabness would be a sensible destination.

I can think of three cruises that, immediately after they began, involved going ashore for a beer. Two of these were immediately followed by an anchor-dragging episode. I won't relate the first, to spare Silver Fred's blushes, but the second took place on this weekend just after I had settled into bed somewhere off Second Sands. "Viking" does not carry an engine, so if you saw a middle-aged man in underpants rowing (standing up, sampan-style) a Drascombe through the moorings around midnight on 26 August that would almost certainly have been me.

Next morning we had the options of an early start, to keep the flood tide up the Stour, or bacon sandwiches. I was all for an early start but the boat wanted me to have a good breakfast. I decided to give in for the sake of a quiet life. Owning a boat, is, after all, a little like being in a marriage.

Once in the Stour we were treated to a brief but splendid sight of the Old Gaffers fleet under full sail. Brief because a hailstorm reduced visibility to just a few yards and laid every boat on its ear. The slush in the cockpit was so deep it lasted half an hour before finally melting.

I arrived at Wrabness after a very long beat against the tide (having stubbornly declined the offer of a tow from "Aurora") to find Val comfortably moored up and with the kettle on. When "Viking" finally dropped down to her own mooring we were treated to another passing shower. One joy of open-boat sailing is that when it rains there is little alternative but to shrink a little further inside your waterproofs and, well, just sit there until it

stops. Fortunately I had already some practise earlier in the day. An hour later, however, the transformation from boat to campsite was complete. This season's new development, a two-man tent, was sitting triumphantly across the cockpit, and I was relaxing in the comfort of a large collapsible camping chair, the sort with a beer can holder in one of the arms. I was surprised, again, by how tiring a full day of single-handed dinghy-type sailing can be, and it was an effort to make sure everything was properly stowed before crawling into my sleeping bag. It was my first time I had over-nighted in any sort of exposed anchorage, and it took a good half hour to stop all the squeaks, thumps and chafings before I could settle down to sleep.

Sunday's weather forecast included the numeral 7 so I decided to leave Val and head closer to home. Hugging the shoreline from Holbrook down to Shotley was as idyllic a passage as it always seems to be and this is turning into one of my favourite stretches of shoreline to sail along. Having sailed the previous day with two reefs in the mainsail and one in the mizzen I tried the different approach of one in the main and no mizzen at all. Although it was very good at giving stability and speed the arrangement did result in lee helm, which seems to me unnatural, so the jury remains out on that one.

Passing Pin Mill at lunchtime on Sunday I did attempt a sail-past of the clubhouse, but misjudged the depth and ran the centre-plate into the mud. I hope any watchers in the bar appreciated the little curtsey and pirouettes that followed.

A mooring was found opposite Woolverstone Park and the afternoon spent comfortably cursing the RIBs that were cruising in packs, obviously told by Mummy and Daddy not to go out of sight of the RHYC. After another bumpy night and a third leisurely morning "Viking" was rowed back home along the foreshore. She behaved dreadfully with a stiff quarter wind catching the stern and spinning her round horribly. This didn't bode well for

her next trip, which was to be 21 miles under oars in London's Great River Race, but that's another tale. The new club pontoon again proved to be a blessing and within half an hour of arriving "Viking" was on her trailer and heading up the lane towards her next adventure.

David Jillings

Commodores Annual Report

On behalf of the Flag Officers and Committee, I would like to welcome you to the 2011 AGM. It is my unfortunate duty to open my report with acknowledgement to those members that sadly passed away in the last 12 months. They were Mick Burroughs, Sir Patrick Sinclair, Frank Williams, Roger Evans and the most recent, Sandy Sanders, for who an obituary will be found in our next newsletter.

As all our secretaries have produced reports for you, I will not go into to much detail on the general club business, but just pick out a few of the headline items.

The year for me started with some difficulty, as I took over the helm here with the spectre of a significant loss from the Bar takings being identified during our end of year accounting, estimated to be in the region of £8,000. Taking over something with that sort of problem having just arisen, did have me considering very carefully whether to take the Commodore job on at all, but I felt it was only right to step up and take the issue on, on your behalf. As soon as the shortfall had become apparent, my predecessor – Jon Humby – and our Treasurer, Phil Balfe and the Flag Officers, instigated an investigation internally, as well as bringing in the Police, and we initiated a framework of actions to control the way money is handled. Security changes were made, including a new digitally operated safe, and changing of the locks in the Bar area, and a number of new administrative measures were put in place in order to track exactly what was happening with the money: These included using the till to its full potential, cashing up at the end of

each session and recording a daily total, sealing of takings into envelopes, passing these to Phil for banking and running a regime where only people that have been trained in using the till and cashing up are permitted behind the bar. It took a lot of effort on everyone's part to get these procedures running properly and efficiently, but the effort has paid off, and as you will have seen in the Accounts, we are once more operating at the margins we expect. The Police did investigate and conduct interviews, but after about 4 months reported back to us that they were unable to find any evidence as to what had occurred. Regrettably we have no evidence to be able to identify the culprit, but rest assured, the Flag Officers, Bar Secretary and Bar Staff will remain ever vigilant.

Our premier event this year was the 50th Barge Match, which saw things kick off with a Parade of sail into Ipswich Docks on Friday 24th June, and a reception in the evening hosted by the Ipswich Maritime Trust with the Major of Ipswich in attendance. On the Saturday, 12 barges took part in a lively match, which unfortunately had to be cut short due to excessive wind, and they not only suffered broken spars, but also a crew member that broke an arm. Throughout the afternoon, the Chelmondiston Community Council ran a fete on the Common, and in the evening Pat Dunnett and her fantastic band of helpers produced yet another fabulous feast for the crews, High Water Mark entertained us and we wrapped the evening up with a suburb fireworks display, ably run by Ian Saunders and Brad Hurst and their band of pyrotechnic madmen. Of course none of this would have happened without the enormous effort of Julian Ackland and the assistance of the members of the Barge Match Committee.

Our Good Friday working party continues to be a success, with numerous small but significant jobs getting completed, so thank you to all that turn out. This is something that is planned and orchestrated by our Property Secretary, which this year was James Ackland, who has also completed numerous other tasks,

along with having a baby and doing an MBA course. James has been well supported by John Webb and Brian Wales plus Rick Kirkup, our Vice Commodore, who is extremely generous with his time, whether it is rolling his sleeves up and getting stuck into a job, or just coming down at a moments notice to take a delivery in, or meet a tradesman – thank you all.

We do not seem to have huge support for sailing events, but we did have a good turnout of 15 assorted vessels for the Smack Race, and my thanks go to Jon Humby for organising it, and we had 28 boats in the Regatta in September, for which I would like to thank Nigel Bailey our Sailing Secretary, and all the other helpers for running a successful event, and also to Val Stone for the support given to Nigel over the year.

Catherine Abbott and our House Committee along with Jane and Ivan Chevous, have been as busy as ever, providing food at various events – thank you all for that, and Cathy also has the task of being custodian of the galley, and has done a marvellous job keeping everything in order – woe betide anyone that does not leave it in the state they found it! - thank you Cathy – Also thanks to Ron and Hetty and their helpers, for putting up and laying out the tables for us at the various dining occasions throughout the year, which as always, were competently catered for by Jo and Jackie.

We have had a full and varied Social calendar this year, and it was somewhat a baptism of fire for Carolyn Dragan when she took over as Social Secretary, as the whole years planning needs to be done in the first month or so, plus December is probably our single busiest month, social wise, but none the less she achieved all our traditional events, plus some popular additional kiddie oriented events – thank you Carolyn.

In addition to the elected roles, we also have our Archive group, made up of Marjorie Cater, Renee Wait and Shirley Balfe, and our Librarian Tony Cowley, who all work quietly

and efficiently in the background, many thanks to you all.

On the Committee front, some changes occurred mid-term, and some changes are proposed for you to vote on later. The main change, was the resignation of Karl Pardon, our Bar secretary, around April. This came at very short notice, and I would like to thank Tim Grove for stepping up and running things for the first month or so. Subsequently, Bob Emmett returned from one of his protracted vacations, and without hesitation, volunteered to take the Bar Secretary job on. I would like you all to join me in thanking Bob for all he has done, and indeed continuing to do, as he is standing for election as Bar Secretary this year.

Organising the proposed Committee for next year has been quite a difficult job, as a number of unanticipated changes are afoot: Our Rear Commodore and newsletter editor, Val Stone, has decided not to stand for re-election: I would like to thank Val for the tremendous amount of effort she has put into the club over the last few years, as House Sec, Sailing Sec, Newsletter editor and Rear Commodore, and hopefully the club will see her back in the committee at some point in the future. Romy Blackburn has agreed to stand as Rear Commodore, which I think came as rather a surprise to her! This left a huge void by vacating the Secretary slot, but I am pleased that David Abbott has agreed to stand in this position. We also see Carolyn Dragan standing down as Social Sec, and we have Tim Fenton standing in her place, and after around 10 years of being on the General Committee – 4 of those as Treasurer, Tim Grove has decided not to stand this year, but will continue to be a member of the Bar Committee. General Committee member Charlotte Norman has decided to stand down after 2 years on the committee, but I am pleased to welcome Oliver Stockman onto the committee – assuming you all vote him in!

Lee Foster - Commodore

SANDY SANDERS Died 25 October 2011

Sandy lived at Ferry Lodge in Pin Mill and as well as being a member of the sailing club was a passed president of the Pin Mill Preservation Society. At 29 he had a serious motorcycle accident which left him with a leg broken in 30 places and permanently handicapped. Despite this he was a cheerful and energetic man. One of his most notable achievements was raising enough funds to get Pin Mill's telephone lines buried and out of sight. He could not join in the on water activity but was a great support of the clubs social events. He was a genuine gentleman, liked and respected by all that knew him.

Born in 1924, Sandy was the third of seven children. The family moved to Ipswich from Fulham and he attended St Margaret's School. He discovered rugby in the Royal Navy during his wartime service, much of it spent as a radio operator on a minesweeper and stationed in Scotland and Iceland. After the war he joined the Ipswich YMCA and Eastern Counties and joined the Harlequins in 1953.

Donald Louis Sanders or Sandy, as everyone knew him, was one of the many Harlequins closely involved with the RFU in the 1970s and 1980s. At that time the Club provided numerous Presidents, Secretaries and Treasurers of the RFU - in his time, Sandy was both Treasurer and President. Before that he had played nine times for England in the 1950s, a number he would surely have added to if he had not been seriously injured in a motor bike accident whilst holidaying in Yugoslavia in 1956. This ended his rugby playing, but he remained actively involved both with the Club and England. In the 1970s, he was twice Chairman of the England selectors. In the space of eighteen months, during his first term from 1971 to 1974, England beat South Africa, Australia and New Zealand, a feat not repeated till the World Cup side of 2003.

Sandy came to the Club in 1953 and gained international honours a year later at the relatively late age of 29. However, in those days props did not mature till their thirties. He learnt his craft in the relative rugby obscurity of East Anglia, playing for Ipswich YMCA and Eastern Counties. In fact, a strength of the county system at that time was that England could find good players from such backwaters. In those days players could have a lot of fun both off and on the pitch.

Brian Hulse of Colchester RFC recalled his clubhouse in the Fifties thus: "The hut had cross ties across the various rooms, including the bar, and I mention this because of the night that D.L.(Sandy) Sanders of Ipswich Y.M.C.A. displayed his extraordinary strength in hanging by his toes from one of the beams and drinking a pint of bitter whilst upside down!"

It was Sandy's good fortune that the press in those days concentrated on what happened on the pitch, rather than off it!

Sandy played over 60 times for the Club, after joining from Ipswich YMCA at the beginning of the 1953/54 season. His last game was on a tour to Romania immediately before that fateful accident. Sandy worked for Shell-Mex and BP Ltd, before becoming sales director of Tilcon, a Harrogate aggregate company. He retired to East Anglia. He is survived by two brothers, Derek and James and a sister Janet. RFU President, Willie Wildash said, "Everyone will be very sad to hear of Sandy's death. He had tremendous warmth and insight and was a great man of rugby, both within Ipswich YMCA, (which he served as Chairman until last year) and Harlequins, as well as on the international field of play. His contribution to running the game was hugely appreciated. He will be very much missed."

Malcolm Harding

Treasurers Report 2011

We have replaced the circulated copy of the accounts with the audited account. I will explain the difference, which is largely due to some last minute adjustments.

Let me thank Tim for his continued support throughout the year.

We have three principal bank accounts and during the year all have remained positive and we ended up with an overall net increase of £3.1K. We also changed our bank from HSBC to the Co-operative Bank, which enables us to deposit monies at the local Post Office.

The capital expenditure on Maintenance, repairs and renewals was increased this year. We undertook an upgrade of the lighting and wiring at a cost of £870, which will reduce our annual electricity consumption. We also carried out some essential repairs to the sea wall costing £600.

Under Furniture and Fittings we purchased a plate warmer for the kitchen (£380) and installed safety netting on the sea wall fence (£180)

We did not undertake any major building improvements.

Our social program this year was a little busier than last year with Salsa and Cha-Cha evenings. The overall income was however similar to last year whereas the expenditure increased due in part to closer monitoring of related costs and the inclusion of the TV licence (allocated to House last year). The 2010 dinner dance (held at the club) produced a margin of £250 but in the year we paid a £300 deposit for the 2011 dinner dance.

The sailing program was similar to last year. The income was the same and expenditure was increased due again to closer definition of the cost of events and some exceptional items. The barge match produced a good surplus but there is an £80 cost carried over to next year.

On Expenditure the trend is that the utility costs are increasing although we have held some of the costs down by our management actions. Our cleaning costs reduced with a bit more DIY but Printing and post increased because we now undertake the newsletter printing ourselves. The professional fees increase was for auditing advice related to the bar account difficulties.

On the bar account the till and cash handling procedures we adopted helped resolve the problem we had last year. At the beginning of the current year the gross margin, based on the value of stock used, is back to expectation at 41% and we ended up with an overall bar income of £3.4k.

The bar expenses include a new safe and other related costs. In addition we have held prices and not passed on the VAT increase.

It is in the bar account where the principal change in the two sets of account lies (a miss-entry). I should mention the support we have received from the bar staff and our new secretary in managing the bar through difficult times. Well-done Bob, Jo, Angela and Lynn.

Comparing the 'cost of sales figures' of last year and this, suggests that the spend in the bar is falling (13% year on year) due perhaps in part to the general economic position.

Not separated in the accounts, in addition to money from fund raising events of £133, other donations were made in the course of the year of £217, a total of £350, of which £168 was to the RNLI.

Membership has remained fairly steady. The subscription income has been maintained with just a small increase, more or less as we had hoped.

For this year we are mindful of increasing costs of utilities and services where, as we know overall inflation is currently running at 5 to 6%

So, as last year, we propose a small increase taking the single membership to £48,

household to £85 and overseas to £12, which is an increase of between 3.6 and 4.3%. The Cadet and Junior subscriptions remain unchanged. Still good value compared to our neighbours.

Philip Balfe

Bar Report

The main issues regarding the bar have been covered earlier this evening and you have details of the accounts, which show that the bar is once again in a healthy state, so this is just a short update on other matters.

Due to new commitments and a change in career for Angela, she reluctantly asked to stand down from her position as regular bar staff, but agreed to be "first reserve" to help out if needed. I am sure you will join me in thanking her for the hard work and commitment that she gave over the years. You may well see her behind the bar as we go through our busy festive season, helping out. This left us with a vacancy, for which a number of candidates were interviewed, before finally deciding on Lynn Double. I feel this has been a good appointment, as she has fitted into our club perfectly, and appears to have known half the membership before she started.

The sink behind the bar was reinstated at the request of the staff, and some changes have been made to the layout of the cellar, in order to minimise the lifting required when racking barrels. Bob must be congratulated on the superb state of the floor in the cellar, and the general cleanliness of the bar area.

Bob has decided that no big changes are needed regarding the products sold, but is looking to complement our normal range of beers with some guest ales from the Cliff Quay brewery throughout the Christmas period, as well as other seasonal beers for you to enjoy.

Lee Foster - Commodore