

DHEKELIA SERVICES SAILING CLUB

Minutes of the AGM 2023

4 June 2023

| | | |
|---------------|--|--|
| Present [EC:] | Andrew McDonald Robert Higham Jan Digweed Steve Kimberley | Commodore Principal & Rear Commodore House Membership Secretary Secretary |
| Apologies | Peter Toumazi Jenny Toumazi | Rear Commodore, Sailing Treasurer |

With 15 members present, including the above executive committee members, plus 3 proxies received, a quorum was deemed present and the meeting was declared open at 16:01.

1. Previous Minutes

The minutes of the previous AGM [2022] were approved.

2. Introduction & Report by the Commodore

The commodore welcomed members and outlined the main events and achievements over the past year.

Full report attached [Attachment 1]

3. Report of the Rear Commodore Sailing (RCS) – Peter Toumazi

In Peter's absence, his report was read by Robert Higham

Full report attached: [Attachment 2].

4. Report of the Rear Commodore House (RCH) – Robert Higham

Full report attached: [Attachment 3].

5. Financial Statement and Report.

The club ended the year with €17900 in the bank, almost identical the previous year. Gross income for the year was €16900, up by 10% compared to the pre-covid 5-year average. Operating costs were €14100, 3% above the pre-covid average. In addition a further €2600 was spent of one-off improvements (new storage shed).

Financial statement attached [Attachment 4].

6. Club Charter

Following the approval in principle at the 2022 AGM, to amend the Charter, to abolish the 2 non-functioning sub-committees, and for the EC to be empowered to appoint additional non-executive officers, an amended draft of the Charter, including these and other minor changes was approved by the EC in March 2023, and distributed to members for review. There were no objections and the amended Charter, was approved without objection.

7. Election of Officers

- 7.1 Commodore Andrew McDonald will be departing Cyprus within weeks, and a replacement commodore will be appointed in due course by the Station Commander.
- 7.2 The following posts are appointed by the Commodore and not subject to re-election: Vice Commodore, Treasurer, Secretary, and Principal.
- 7.3 Of the above appointed posts,
Karl Allen has recently been appointed as Vice Commodore.
Jenny Toumazi has agreed to continue as Treasurer,
Robert Higham has agreed to continue as Principal.
Steve Kimberley has resigned as Secretary, so the post is temporarily vacant, until a replacement is appointed
- 7.4 The following electable officers were re-elected, unopposed:
- | | |
|-------------------------|----------------|
| Rear Commodore Sailing, | Peter Toumazi. |
| Membership Secretary, | Jan Digweed |
| Training Coordinator, | Jenny Toumazi |
- 7.5 Robert Higham announced his intention to stand down as Rear Commodore House, before the end of the year, and requested volunteers to replace himself. Mike Kempson put himself forward as Rear Commodore House, and was elected unopposed. Robert will remain a member of the EC as Principal, and will hand over RCH responsibilities to Mike over the following few months.

7. Honorary Members -

Fred Ayris was confirmed and an Honorary Member.

8. Any Other Business -

None.

There being no further business the meeting closed at 16.35.

Steve Kimberley,
Secretary (Outgoing)

Attachments:

1. Commodore's Report
2. Report of the Rear Commodore Sailing
3. Report of the Rear Commodore House
4. Financial Statement

Report of the Commodore

Welcome to all members for this AGM and thank you for attending and allowing us to conduct this meeting.

Issues at takeover

- Emerging from Covid and impact to membership/activity/Revenue
- Equipment safety – deterioration in maintenance was inevitable
- Infrastructure
- Loss of SI and RTC status – co-operation with ASA to find way forward
- Reduced active membership
- Reduced Exec Committee - overtasked

Planned Projects/Objectives

- Access to funding to replace PB fleet with 5year plan to replace Trg Fleet Dinghies
- Plan to focus upon growing membership and PB instructors to continue highly effective PB trg.
- Liaison with all aspects of mil personnel (RIB, Dhk/Ayn Garr, UN TOSCA) to encourage membership activity – slow improvement
- Liaison with HQ BFC, ASA, Dhk Garr Comd – inclusion of DSSC in HQ BFC Watersports Rebalancing Paper and therefore access to funding streams
- Highlight RYA constraints concerning SI's to HQ BFC, Dhk Garr Comd
- Liaison with Dhk Garr Comd, QM, DIO concerning infrastructure – short term
- DIO condemnation of Boat shed, 1st floor club house
- Program to replace Boat Shed
- Address storage issue/shortage
- Plans to address Infrastructure
- Examine IT/wifi status & document sharing system to allow more effective access/updating

Financially

DSSC remains healthy in no small part due to all committee members and drive to fill courses, recruit members, but largely due to the popularity of PB Courses and the team efforts to fill course places

Funding to Army Welfare, HQ BFC bids have been submitted to replace aging unsafe equipment. Funding attained so far for safety eqpt, buoyancy aides, sails, covers, sheets and the first new PB. News on further awards awaited.

Spend money to return retained sailing/PB fleet to sound/safe status

Money has been spent to repair/maintain the club in a smart standard; and in renewing/ refurbishing the sailing fleet.

Equipment

Many thanks must be given to members of the club and committee for the steady refurbishment of the various elements of the sailing fleet, in the renewal of sails, boat covers, sails and sheets. Our Rear

Commodore Sailing (Peter) has led the way in much of this activity. However, of prime importance has been the hard work of Jeff (Bosun) in the continual repair/ replacement of the launch trolleys. That said, thanks to BFC funds these trolleys are steadily being replaced by stainless steel versions to reduce the attrition rate. Similarly moves are being made to replace all launch trolley wheels with solid wheels to reduce the replacement rate and cost of inflatable tyres.

Also measures taken for the re-organisation of the boatpark in order to allow easier rigging and access/launching to the club sailing fleet.

Jeff has also been key in the repair/replacement of the PB trailers, which given the age of all PBs is a tall order.

It is for this reason that moves have been implemented to begin the funding applications for the upgrade of both PBs and for the 5 year replacement of the now aged children's sailing fleet.

On house side, we have welcomed Mike onto the 'House team'. He and Peter have set up wifi, webcams and Google drive.

Team

The reduced exec team have worked hard and cheerfully and our continued survival is in no small part due to the efforts of the few. All committee members have fulfilled two or more posts' tasks in order to keep the club afloat. I owe many thanks to them all. You will note that the Amended Charter abolishes all sub committees. The fulfilment of all Exec Committee posts is currently a difficult task, so an appeal has to be made to the membership to step up and support the continued club operation.

Sadly, we are losing Steve Kimberley as secretary after many years in post. I shall also be departing soon, but we welcome Karl Allen to the post of Vice-Commodore. Until the new RIB (1 Rifles) arrive and the possibility of new officers the Dhk Garr Comd has agreed to stand in as Commodore.

Robert continues as RC House and Club Principal, now to be assisted in House by Mike Kempson. Along with stalwarts such as the Toumazi's, Steve, Jan this has been a hard yet rewarding year for all and I owe them all a big thank you.

Membership

Efforts have seen successful attendance and utilisation by the OP TOSCA UN teams who rotate every 6 months, and word appears to be passed that DSSC is a fun place to join

Jenny Toumazi has tried tirelessly to draw in participation of the current RIB. 1 Royal Anglian have been 'a missed opportunity' as their arrival saw little attempt by the unit to utilise garrison facilities and their subsequent deployment to Bahrain, Kuwait, UK (Ukraine Trg), Belize, to name but a few, have left them with insufficient time.

Noting this, efforts have been made, with the assistance of Darren Kirkham ASA to engage with the 1 Rifles (due to arrive July /August this year to persuade them to seek training prior to arrival and to hopefully allow them to view DSSC as a valuable asset.

1 Rifles have both Watersports OC and a nominated Sailing Officer, so it is hoped that we will see them use the club as much as possible.

Training/ASA

Following the loss of the Dinghy SI, conversations are frequent with the ASA. Darren Kirkham has acted as a sounding post and guide through the loss of our Dinghy RTC (Regional Trg Centre) status. He continues to provide advice.

With Darren's help/support maximum effort has been expended to get full participation in the upcoming Instructor Training Courses (Dinghy Instructor & Powerboat Instructor) in order to bolster our instructor cadre.

Efforts have continued to inform HQ BFC and Dhk Garrison Command that the restoration of an SI in Powerboating and for future SI is an essential part of the continued survival of RYA allied clubs on Cyprus. This has been accepted and options are being discussed as to how best achieve this.

The high throughput of PB courses has been constantly in demand and the PB team has worked tirelessly to provide additional courses where required. The resulting revenue has been high and has subsidised much of our club spending.

Jenny has worked to pull in new members for Try Sails and Sail Trg Courses

Our newly qualified DI's have worked hard to perfect their skills and encourage our new prospective sailors. Sadly, this has been a year of unpredictable weather often thwarting any sailing.

Members are soon to attend the ASA Instructors Courses (17 Jun – 02 Jul) so hopefully our instructor strength will be augmented.

Infrastructure

Infrastructure has been a long time ignored aspect of encroachments seeing the decline of many buildings, not just DSSC. Regular DIO (Defence Infrastructure Organisation) have operated a regular program of inspections and advice to Garrison and HQBFC. To date this has largely resulted in minimal investment and consequent condemnation.

This was the picture last year when I arrived, with condemnation of the Boat Shed and subsequently the Club house, with the latter being argued back to the top floor only.

A pan island 'Watersports Rebalancing Study' was commissioned, in essence to ascertain how best to maintain the 'activities package' on offer to the entitled personnel. DSSC is included in this.

Discussions involved the coalescence of all watersports facilities within BFC funded infrastructure. In my view DSSC holds the best launching facilities for leisure-based activities, but in short, the Garr Commander wishes to pursue the idea of a single shared location, i.e. Victor Beach. The limitations of this, including the requirement for Mole for sheltered launch/recovery have been accepted and he has requested funds to construct this.

Current Short term - Comd Garr Plan –

- continue to utilise current premises and stabilise as best as possible
- Rationalise equipment holding, dispose obsolescent eqpt, create interim storage capability
- Create additional storage/ clear boatshed/ dispose obsolete lockers
- Replacement Boatshed – QM has promised replacement inside current year

Medium/Longterm – Await decision for future combined Dhk Watersports plan

Report of the Rear Commodore Sailing

2022 and 2023 have seen the club returning to normal operations after Covid.

The annual Regatta did not take place in 2022 due to lack of resources and equipment safety concerns. We hope that in the near future we will be in a position to run a Regatta. Time frame is still too early.

A number of sailing and Powerboat courses have taken place that have contributed a substantial amount of money to the club. Thanks to Sue, Andy, Helen, Chris, Steve and Andrew for running the two Sailing courses in 2022.

In April 2023 we scheduled a junior sailing course but unfortunately due to weather conditions it had to be cancelled. Hopefully we will be in a position to run another one in July.

The powerboat courses were very popular. In total we ran 6 courses between September 2022 and March 2023. Thanks to Robert and John Digweed we were able to manage them very successfully.

Income from these courses has been excellent. About 6000 Euros from power boat training and 3600 Euros from sailing. A thank you to all for your assistance.

The remaining two Bosuns are still for sale. We have had some interest but no takers. I will advertise them again and hopefully we can sell them.

The Hartley's are now being used for training and also by members.

We are working towards ensuring that all of our sailing fleet is fully and safely equipped, as well as being easy to rig and use at any club sailing opportunity. Members will see connected notices on our Equipment care board as these progress.

Thanks to the sterling work of our Commodore, Andrew McDonald, we have managed to secure 6.500 Euros, from HQ BFC, that allowed us to purchase new buoyancy aids for adults, juniors and young children, crash helmets for juniors, boat covers for Laser 1's and Pico's and L2K mast floating devices.

We are steadily funding the upgrade of trolleys, boat covers, rigging and sails, e.g. Just now, we are going to order additional 6 stainless steel trolleys for Pico's and 4 for L2K.

As you know our power boats are getting old and in need of replacement. Again thanks to our Commodore we have been given a grant of nearly 23000 pounds to purchase a new RIB. As we need to contribute 25% of the cost of the RIB we intend to sell RIB N0 1. We expect to get about 3,500 to 4000 Euros from this sale, which should leave the club not too much out of pocket.

We now have additional storage space in one of the sections of the Cowshed, which has been enclosed. This enabled us to empty the sail locker ready to be demolished when the military are ready. All the private lockers have been moved out and they are under the cowshed. Ultimately, prior to the end of the year, we should see the arrival of a promised Boat Shed/ sail locker replacement in place of the old.

I am sure you will all agree with me that the Club house has not looked so good for a long time. It is a pleasure to be here to use the facilities knowing that everything works well. I know this is nothing to do with RCS but on behalf of all the members I want to thank Robert as RCH and Andrew, our Commodore for giving us such an amazing facility.

I stood for Rear Commodore Sailing in 2019 as a temporary measure (much to my wife's surprise) and 4 years later I am still RCS. This is only due to the help and support I have received from all the Executive committee and the rest of the club members.

If anybody wants to take this role on..... now is the time to speak. Otherwise I will carry on with everybody's help..... please.

Report of the Rear Commodore Sailing

At last the weather has settled, it seemed the winter variable weather would last forever.

The club is indebted to Mike Kempson for installing the cameras around the club. I guess it is especially useful for those who live some distance away to be able to check on the weather and wind speed before leaving home.

Safety crews continue to carry out their duty, some more than others. Please do not leave it to the faithful few.

Many thanks to those few who turned up week after week during the winter months and who helped to refurbish the club. It is looking smart at the moment, please look after it.

You will have noticed the sail locker has been emptied and lockers moved under the cow shed. We have also had to build a small enclosed area to house the anchors, buoys, loungers etc. The sail locker is due for demolition soon. (The Commodore will give a fuller brief on the situation regarding the club premises).

I have served as RCH since 2012 and I am seriously thinking of resigning before Xmas 2023. If anyone wishes to take over this position please let me know ASAP so we can do a smooth handover.

Robert Higham

RCH

DHEKELIA SERVICES SAILING CLUB

Financial Statement for the year to 30 April 2023: Receipts & Payments

| | Current Year '22-23 | Prev Year Year '21-22 | % of Pr Year | Pre-Covid 5-yr avge | Current Yr % of avge |
|--|--------------------------------|----------------------------------|-------------------------|--------------------------------|---------------------------------|
| Opening Bank Balance 1 May (€) | 17,975 | 11,815 | | | |
| Income | | | | | |
| Membership Income | 6,551 | 8,592 | 76% | 7,338 | 89% |
| Training Income (net) | 7,552 | 5,939 | 127% | 6,077 | 124% |
| Other Income (net) | 1,813 | 19 | 9542% | 1,375 | 132% |
| Bar Surplus/(Deficit) | 774 | 659 | 117% | 854 | 91% |
| Gross Income | 16,690 | 15,209 | 110% | 15,644 | 107% |
| Operating Expenditure | | | | | |
| Boat Maintenance & Fuel | 5,279 | 824 | 641% | 7,237 | 73% |
| House Maintenance & Cleaning | 4,056 | 2,332 | 174% | 2,851 | 142% |
| Insurance & Other | 4,799 | 3,794 | 126% | 3,634 | 132% |
| Total Operating Expenditure | 14,134 | 6,950 | 203% | 13,722 | 103% |
| Operating Surplus | 2,556 | 8,259 | 31% | 1,922 | 133% |
| Capital & One-off Expenditure | | | | | |
| Capital Equipment | | | | | |
| Other Equipment & Improvements | 2,662 | 2,099 | | | |
| Less Grants Received | | | | | |
| Net Capex & One-off Spend | 2,662 | 2,099 | | | |
| Cash Surplus/(Deficit) for the year | (106) | 6,160 | | | |
| End of Year Bank Balance (€) | 17,869 | 17,975 | | | |

Notes

All data extracted from TB listing issued by Regimental Accounts.