



Lindisfarne Sailing Club - Annual General Meeting, 2024

Draft Minutes

These minutes are draft until passed at the 2025 Annual General Meeting

Date: Thursday 25th July, 2024

Held at: Bellerive Yacht Club

Chair: Rod Andrewartha (Commodore) [RA]

Minutes: Paul Rayner (Secretary) [PR]

Meeting opened: 7:52 pm

Members Present (senior members or life members unless otherwise noted; J = junior; C = Crew/social): Dean Aberle, Rod Andrewartha, Richard Bingham, Chris Boon, Stephen Bradford, Andrew Bradshaw, Bernard Carlington, John Cerutti, Jeremy Fish, Graeme Foale, Dan Followes, Hayley Followes, Nigel Grey (C), Shayne Lindsay, John Mills, Richard Parker, Matthew Pearce, Andrew Pinelli (C), Mark Rasmussen, Paul Rayner, Andrew Szabo, Matt Westland, Sally Westland, John Wilcox, John Willson

Non-members present: Hughie Lewis (BYC Commodore), Troy Grafton (BYC Vice-Commodore), Jim Thorpe, James Ashmore

Apologies: John Cooper, Daniel Woods, Jason Followes, Tim Mitchell, Drew Bassom, James Andrewartha, David Philips, Peter Wright, Tony Pearce, Sam Foale (NM),

Nomination of proxy: Peter Wright nominated Paul Rayner, Daniel Woods nominated Dan Followes

Minutes from 2023 Annual General Meeting

- No errors noted in minutes
- Motion that minutes from 2023 AGM be accepted: moved by Matt Westland, seconded by Dan Followes.
 - All in favour
 - Motion carried. → Minutes accepted

Commodores Report (attached)

- Read to members by RA
- RA invited questions; none received.

Treasurer's report (attached)

- Summarised by Paul Rayner since Drew Bassom is sick.
- Motion that reports be received: Matt Westland moved, second Chris Boon.
 - All in favour
 - Motion carried. → Minutes accepted

2023-2024 season fees

- RA stated that strictly speaking (according to LSC Constitution) fees for next season should be set at AGM. But for past few years the AGM has deferred this to Committee.
- Motion *that setting of fees can be a function undertaken by the incoming Committee*
 - Moved RA, seconded Andrew Pinelli.
 - All in favour, none against
 - Motion carried

Questions from membership

- RA invited questions from members present.
- None

Election of incoming Committee

Nomination forms received:

Commodore: Richard Bingham

Vice Commodore: Dan Followes

Rear Commodore: no nominations

Secretary: no nominations

Treasurer: Paul Rayner

Sailing secretary: Andrew Pinell

General committee: Dean Aberle, Nigel Grey, Matt Westland, Chris Boon, Stephen Bradford, John Cerutty

Commodore, Vice Commodore, Treasurer, Sailing Secretary and General Committee positions all elected unopposed.

RA pointed out that according to LSC's constitution, the immediate past Commodore can be coopted into current committee, with no voting rights.

Welcome by New Commodore

- RB will be away 15 August to 16 September
- RB will coopt RA for assistance

Other general business

RB invited questions or other business from the floor

- Andrew Bradford – spots available in container to transport sabres to Nationals in Perth from Melbourne.
- Mark Rasmussen wished to clarify that committee would prefer nobody sail out of Lindisfarne Bay? RB: yes. Need to sort out what the arrangement to start of season is.
- PR thanked Rod Andrewartha for his contribution as Commodore.
- PR thanked Richard Bingham for his efforts in negotiating with various levels of government regarding our club's situation and the ferry terminal.
- RB thanked outgoing committee members: John Willson & Drew Bassom

Meeting closed: 8:15pm

Attachment 1: Commodore's Report

Despite the issues facing the Club we had a successful season for 2023/24 with good racing in both keel boats and dinghies. Up to 15 keel boats competed in twilight and Sunday series races.

The dinghy fleet varied in size with 24 boats competing on our best day. On average there were 11 Sabres per week with 23 skippers competing three or more times over the season. Unfortunately the Pacer fleet has diminished since last year with usually only one or two Pacers out each week.

A bright note was the learn to sail group, where there was good participation in both the pre and post-Christmas courses. A number of juniors progressed into Sabots and are doing well in these. We are starting to see the development of a small fleet of Sabots.

LSC sailors did well at other regattas with our sailors filling the first 9 places in the Sabre State Championships, and 5 were in the top 30 at the National championships which had a fleet of 68 boats.

As always getting us on the water involves a team of volunteers. We need a minimum of 8 people to hold a race, 10 if the number of boats competing means we need to use two RIBS. We need Race Officers, start boat crew, mark boat and rescue boat crews and the on shore support in the canteen, doing the barbeque and shore patrol. In addition to race days we also have volunteers who look after the grounds and undertake boat maintenance. My thanks to all the volunteers who helped out during the year. My thanks also to the sailors, all of whom were called on to have a turn or two in crewing rescue boats.

At the start of the season we launched our new rescue boat, the "John Mills". This means we now have reliable rescue boats. The two old RIBS have been sold. We have also sold the Clubs two flying 11's and most of the Firebugs, slowly reducing the number of unused boats held by the Club.

We were fortunate that we were able to finish our sailing season before our liability insurance ran out. Also during the season prior to April we were well supported by various groups who regularly used our club house. These groups included Crew Fit, Mum Strong, the dance group and the Van Diemen art group. Unfortunately these groups have had to find new venues, but their support over the season was greatly appreciated. The income from these regular users has kept the Club financially viable over the past few years.

As we have just heard in the Special General Meeting there has been a lot of work going on with the Club due to the inability to get indemnity insurance, and the proposed introduction of a ferry service into Lindisfarne. Your committee has put in a lot of effort working through these issues as well as organising the sailing season. I would like to thank the committee for the work they have put in on your behalf for the Club. I would especially like to thank Paul Rayner for his efforts trying to secure alternative insurance arrangements, and Richard Bingham for his work liaising politicians, councillors, state and local government officials and the ferry project in an effort to try and get the best possible outcome for our Club.

Unfortunately we now move into an uncertain future. The discussion we have just had sets out a path for us to follow. There will be a lot of work to progress the issues identified but hopefully in the end the rewards will be worth the effort.

Rod Andrewartha

July 2024

Lindisfarne Sailing Club

Treasurer's Report for the year ended

April 30, 2024

Cash Balances

	2023-24	2022-23	2021-22
End of year balance	\$47,410.60	\$48,898.92	\$35,567.77
Profit / loss	\$40,293.10	\$16,570.90	\$11,108.12

2023-24 Summary

This report on the finances of Lindisfarne Sailing Club is for the 2023-2024 financial year. The financial year as reported is between May 1 – April 30 as stated in the LSC constitution.

Although the focus at the conclusion of the 2023-24 season was on the insurance issues affecting the club, the club had a very successful year financially. Highlights of the year included:

- LSC was successful in its application for a Tasmanian Government Sport and Active Recreation Equipment grant of \$22,712. This grant, plus \$12,497 of our own funds, funded the purchase of the new rescue boat, *John Mills*. This grant is the main reason for the increase in reported profit compared with previous years.
- We were also successful in obtaining a grant from Lindisfarne Rotary Club for \$2,000 which funded the purchase of additional small size life jackets for our learn-to-sail participants.
- Hire of our hall was extremely successful, with four regular users totalling about 20 hours per week, plus a number of casual hire occasions. Hall hire income totalled \$26,531.
- Items such as the Pig-on-a-Spit function, our Learn to Sail program, and the purchase and on-selling of Sabot class dinghies were largely cost neutral. These should be recognised as an important investment in the future of LSC.

As members are aware, during the last three months of the financial year we were hit by unforecast gale-force sou'westerlies. Our building insurer requested a report by a qualified quantity surveyor as to the replacement value of all club buildings and launching ramps/jetties, along with a condition report by a suitably qualified building practitioner.

- The quantity surveyor's report revealed that the rebuild cost for all club buildings is in the order of \$2.7 million, whereas the buildings had been insured for \$750,000. We therefore expected a jump in insurance premiums.
- The engineer's report concerning the building substructure was of greater concern to the insurers, with the result that both our building insurance and public liability insurance was refused.
- The Committee then sought legal advice regarding the implications. Following that advice, the Committee resolved to suspend the club's operations.
- The total cost of the various reports and advice was \$8,153.
- However we were saved the insurance costs, a saving of \$5,229 compared to 2022-23.

The suspension of operations only occurred two weeks prior to the end of the financial year, and the loss of income from hirers was not significant for 2023-24. The past two years' Treasurer's Reports have noted that LSC's ongoing financial viability is reliant on hirer income. Even if government funding can be

secured to fix the clubhouse in the long term, it is unclear whether the club's finances will be sufficient to operate beyond the 2024-25 season. At 1 July 2024 our bank balance had reduced to \$40,778.

Comment regarding future financial outcome

Although this Treasurer's Report deals with the 2023-24 financial year, it would be remiss of the Treasurer to not advise members of the expected financial outcome resulting from the club's normal operations being suspended.

Expenses

The club will continue to incur general expenses as per the table below. These estimates are based on equivalent expenses from 2023-24 year, with no adjustment for inflation. Items such as power and gas (heating) have assumed the fixed portion of the expense only, the variable portion is assumed to be zero. It is also assumed that LSC is able to conduct learn to sail training and racing from another club, so power boat usage is similar to past years.

There may be scope to reduce some expenses, but the major items are fixed with no room for negotiation. We have applied to Australian Sailing for fee relief, given our current situation.

Notably, the table below makes no allowance for out of the ordinary expenses. Examples of such expenses incurred during the past 12 months include window glass replacement, legal advice, engineer advice, minor building repairs and repairs to club boats. It would be prudent to expect some of these to recur. It would also be reasonable to expect LSC to make a financial contribution to whichever club we partner with, if that club does not charge member fees directly to LSC members.

Power, gas, water, internet	\$ 4,190
Rates	\$ 2,160
Boats insurance	\$ 5,100
Boat servicing (5 outboards)	\$ 3,000
Australian sailing fees	\$ 1,575
Prize night trophies & honour board update	\$ 585
Fire extinguisher maintenance	\$ 430
Crown lease	\$ 550
Registrations (moorings, trailers, incorporation fees, domain name)	\$ 859
IT costs (web site, TopYacht)	\$ 640
PO Box rental	\$ 180
Mooring servicing (1 mooring only)	\$ 400
Xero subscription	\$ 840
Rescue boat fuel	\$ 1,000
TOTAL	\$ 21,509

Income

Future income is highly uncertain and will be largely dependent on membership, boat storage and mooring hire. Income estimates vary from \$5,000 to \$20,000.

The \$5,000 estimate assumes all dinghy sailors continue to sail, but must take out associate membership at another club and LSC reduces its membership fees accordingly; no boats are stored at LSC; our keelboat members take out membership elsewhere; and our existing hired mooring continues to be hired.

The \$20,000 case assumes the partner club does not charge LSC members any fees, in which case LSC fees remain unchanged; dinghy sailing membership numbers remain unchanged; the few members who rarely access their boats are allowed to continue to store these at LSC; LSC can hire out its Sabre or Pacer dinghies occasionally for racing; and our presently hired mooring continues to be hired. These assumptions are most likely optimistic. Even so, income is still not forecast to meet expenses.

In summary, we are almost certain to run at a loss during the next season, the question is by how much.

Note: Canteen sales and learn to sail income is not included in the above calculations, since these items are generally cost-neutral. We are unlikely to incur canteen costs or revenue anyway.

Statement of accounts for 2023-24

Record Keeping

Records were kept using the club's Xero accounting package subscription. This package is a cloud-based system that allows consistent records to be kept to a professional standard. It has the advantage of not residing on one person's computer and can be accessed from any web browser.

Our previous accounts administrator, Abbalena Whelan, stepped down in May 2023. Neville Wilson then undertook this function on a volunteer basis. In March 2024, Paul Rayner assumed the function. I am indebted to all of these people, who make my task easy. They ensure all revenue streams are correctly invoiced and payments are made in a timely manner.

Goods and Services Tax (GST)

LSC's annual turnover is less than the \$150,000 GST threshold for non-for-profit organisations, and the club is not registered for GST. Should LSC be successful in obtaining a grant sufficient to fund the remedial building works, the advice of an accountant should be sought regarding GST implications.

Revenue

Total income for 2023-24 was \$99,962.18, significantly up from \$76,520.31 for the same period as the previous year (May 1 – Apr 30). If the Sport and Active Recreation Equipment grant is excluded, the income would be \$77,250.18, marginally up on the previous year. Major income streams were:

	2023-24	2022-23	2021-22
Venue Hire	\$ 26,532	\$ 28,658	\$ 22,481
Donations, Grants & Sponsorship	\$ 25,413	\$ 6,125	\$ 200
Membership	\$ 13,146	\$ 16,695	\$ 14,824
Canteen & Bar	\$ 12,568	\$ 9,141	\$ 9,384
Boat storage and mooring hire	\$ 10,741	\$ 9,815	\$ 10,141
Asset Sales	\$ 2,900	\$ -	\$ 2,650
Training	\$ 4,089	\$ -	\$ 11,730
Race Fees	\$ 4,090	\$ 4,204	\$ 3,902
Other Revenue	\$ 450	\$ 110	\$ 2,214

The Canteen and Bar sales income of \$13,268 is notably higher than previous years. This figure includes non food and beverage items sold through the canteen EFTPOS terminal, such as boat hire (typically \$50 per sailing day) and raffle ticket sales. In previous years these items were excluded, so a comparison with previous years is indicative only.

The boat storage and mooring hire amount comprises \$8,830 of boat storage income and \$1,911 from hire of LSC's moorings.

Expenses

Total operating expenses for 2023-24 were \$59,669 almost identical to \$59,925 the previous year. The following is a list of all operating expense categories:

	2023-24	2022-23	2021-22
Audit fees	\$ 5,885	\$ 66	\$ 154
Bank Fees	\$ 311	\$ 472	\$ 566
Canteen & Bar Purchases	\$ 7,322	\$ 6,773	\$ 3,891
Cleaning	\$ 3,601	\$ 3,892	\$ 4,577
Club Building, Grounds Repairs and Maintenance	\$ 2,950	\$ 3,574	\$ 9,012
Club Ramp & Moorings	\$ 1,965	\$ 340	\$ 2,398
Club sailing dinghy maintenance	\$ 340	\$ 232	\$ 1,786
Depreciation	\$ 3,945	\$ 2,467	\$ 2,333
Functions & Fundraising	\$ 1,108	\$ 588	\$ 1,352
General Expenses	\$ 717	\$ 286	\$ 1,804
Insurance	\$ 5,618	\$ 10,401	\$ 10,216
Legal expenses	\$ 2,268	\$ -	\$ -
Light, Power, Heating	\$ 3,371	\$ 4,951	\$ 4,219
Non Capital Equipment purchases	\$ -	\$ -	\$ 530
Office Expenses	\$ 206	\$ 1,867	\$ 2,816
Rates & Water	\$ 4,377	\$ 4,758	\$ 5,950
Rescue Boat Running and Maintenance costs	\$ 6,527	\$ 12,840	\$ 5,625
Subscriptions	\$ 3,402	\$ 2,808	\$ 2,601
Telephone & Internet	\$ 715	\$ 750	\$ 762
Training & instructors fees & tackers equipment	\$ 3,317	\$ 2,220	\$ 3,349
Trophies & Prizes	\$ 1,723	\$ 641	\$ 960

Notes:

- Capital purchases (e.g. RIBs) are not included in operating expenses, but the annual depreciation of these assets is included. The capital cost of the RIB *John Mills* was \$35,209.
- Audit fees comprise the quantity surveyor and building inspection reports.
- Insurance costs were down on the previous two years since we did not obtain building or public liability insurance.
- Rescue boat costs have been higher than desired due to the unplanned service and repair costs of older engines and RIBs. The replacement of RIBs *Foale* and *Gourlay* with *John Mills* should see reduced rescue boats costs next season.
- Subscriptions includes Australian Sailing affiliation fees, software (TopYacht, Xero, web hosting), and domain name registration.
- Trophies & prizes expenditure for 2023-24 included costs of trophies for both the 2023 and 2024 prize nights and is therefore higher than previous years.

Balance Sheet

The depreciation schedule has been maintained. All existing assets are using straight line depreciation with vessels having a 20-year effective life. All new assets will be assessed on a by purchase basis. The RIB *John Bills* has been assigned a depreciation schedule with higher initial depreciation, as is typical for new plant and vehicles. The current balance sheet shows depreciated values.

A recent review of the asset schedule has revealed that club buildings are excluded; only building upgrades are included. Given the current lease arrangements and insurance issues, the value of buildings would be impossible to assess so this omission is of no practical consequence.

Assets			
Bank			
Lindisfarne Sailing Club	47,411	48,899	37,568
Current Assets			
Accounts Receivable	2,163	691	1,050
Canteen / Bar stock on hand	1,330	648	1,023
Fixed Assets			
Club Race Management boats less depreciation	49,696	14,148	15,398
Club Sailing boats less depreciation	9,713	10,196	11,029
Clubhouse Structure / Building Upgrades less depreciation	13,094	8,516	0
Office Equipment less depreciation	1,817	1,943	2,070
Disabled Toilet Development	1,100	1,100	0
Total Assets	126,324	86,141	68,138
Liabilities			
Current Liabilities			
Accounts Payable	527	1,422	135
Gift from Tasmanian Heron Association	4,000	4,000	4,000
Key Deposit	1,300	1,225	1,075
Total Liabilities	5,826	6,647	5,210
Net Assets	120,498	79,494	62,928

Auditing

An audit of the accounts is in progress but has not been completed at the time of the AGM. A copy of the audit report will be made available to members upon request.

An audit of the 2022-23 accounts was conducted approximately 12 months ago and no issues were identified. A copy of the audit is available for members if required.

Andrew Bassom

LSC Treasurer – 24 July 2024



Lindisfarne Sailing Club - Special General Meeting, 25 July 2024

Minutes

Date: Thursday 25th July, 2024

Held at: Bellerive Yacht Club

Chair: Rod Andrewartha (Commodore) [RA]

Minutes: Paul Rayner (Secretary) [PR]

Meeting opened: 6:08 pm

Members Present (senior members or life members unless otherwise noted; J = junior; C = Crew/social): Dean Aberle, Rod Andrewartha, Richard Bingham, Chris Boon, Stephen Bradford, Andrew Bradshaw, Bernard Carlington, John Cerutti, Jeremy Fish, Graeme Foale, Dan Followes, Hayley Followes, Nigel Grey (C), Shayne Lindsay, John Mills, Richard Parker, Matthew Pearce, Andrew Pinelli (C), Mark Rasmussen, Paul Rayner, Andrew Szabo, Matt Westland, Sally Westland, John Wilcox, John Willson

Non-members present: Hughie Lewis (BYC Commodore), Troy Grafton (BYC Vice-Commodore) , Jim Thorpe, James Ashmore

Apologies: John Cooper, Daniel Woods, Jason Followes, Tim Mitchell, Drew Bassom, James Andrewartha, David Philips, Peter Wright, Tony Pearce, Sam Foale (NM), James Pinelli (J)

Nomination of proxy: Peter Wright nominated Paul Rayner, Daniel Woods nominated Dan Followes

Introduction & Welcome

- RA thanked members for attending
- RA thanked BYC for providing a venue, noted presence of BYC Commodore, Hughie Lewis

Overview of issues by RA

- Known for some time that club has structural issues with sub-floor supports
- This came to a head due to insurance renewals, when insurer requested an engineering assessment and subsequently rejected PL insurance
- Without PL insurance we cannot sail from that site

- Second issue is the proposed ferry. Clarence City Council (CCC) has made an in-principle decision to go for LSC site, but with Natone St as a fallback position.
- A public survey closed on 16th month, we don't know outcome
- Motor Yacht Club of Tasmania has raised concerns about Lindisfarne bay site, and pushed hard for Natone St site
- LSC finances also of concern. Will present at AGM, but we have approx. \$40k but will cost approx. \$22k p.a. to run club
- Cannot keep running the club if would be trading insolvent.
- Earlier this year members indicated a wish to keep sailing at site and keep regular users, who provide 40% of our income.

Richard Bingham (RB) update on ferry situation

- CCC made an in-principle decision to use LSC site "unless it proves not viable"
- During the consultation period, MYCT raised concerns about use of Lindisfarne Bay beyond the sea wall
- Public consultation now closed, CCC will soon need to make a decision
- Reason for CCC making the decision is the Commonwealth Government has given money to four greater Hobart councils to build ferry terminals. \$20M needs to go across 3 x sites (Lindisfarne, Sandy Bay and Wilkinsons Point)
- Ferry terminal is not on the agenda for CCC's next meeting, but RB expects it will be dealt with in subsequent meetings in August
- RB's view: we don't need to be too pessimistic about consultation outcome because earlier feedback indicated strong support for LSC
- Recently RB, PR, RA met with the Hobart City Council officer leading ferry project. Proposed design still confidential and drawing were not given to LSC reps. But key points are:
 - Floating pontoon near LSC ramp 1 for ferry boarding
 - New facilities in place of existing LSC kitchen & entry: kiosk, toilets (incl disabled). This would deal with some of substructure issues.
 - Pedestrian access and a lot of other details yet to be worked out.
 - New facilities would be attractive for public to use the ferry.
 - BUT no commitment to fix rest of clubhouse substructure, windows or upgrade change rooms.
 - And LSC would need to consider what we do with ramps.
- This is a significant opportunity but not a foregone conclusion that it will come off.
- Still a lot of work for us to do, including fund raising for remaining works.
- May be scope for negotiations in terms of substructure works
- Bottom line:
 - position we have reached is a good start
 - but a lot of work for us to do
 - and all contingent on not deferring to Natone St option.

Questions from the floor:

- Clarify - CCC would repair part of floor but not all?
 - Yes this is correct. Reason is the clubhouse hall is not part of ferry terminal so hard to justify
 - Additional complication is under the Commonwealth funding agreement, the councils would have to own the ferry terminal for 5 years. What constitutes the "ferry terminal" is unknown

- How would insurance work if only half the building is fixed?
 - Good question – yet to be worked through
- Confirm that site is big enough for ferry terminal as well as sailing club
 - Yes, correct, design definitely envisages both
 - CCC clearly wanting to retain hall as is, given would be very difficult to get planning approval for a similar building over water
- Any indication of likely number of ferry patrons per day?
 - Initially it is proposed as a trial, as it was for Bellerive
 - Unknown at this stage
 - Govt has indicated it would be a commuter ferry, unlikely to run Sundays
- Has the council been informed that if we cannot continue to use the clubhouse then the club will fold?
 - Yes, that point has been made to all parties involved.
 - Other difficulty is we don't know what the timeframe is. Current timeline has construction completed in mid 2026. But even if our site is preferred by CCC, a development application still needs to be lodged and MYCT may object and delay process even further.
- Is there timeframe for meeting Federal Govt funding
 - Yes, that's what driving the 2026 delivery date.

RB on sailing options for the next season 2024-25

- Based on the assumption that sailing from LSC will not be possible, we initiated discussions with other clubs, BYC in particular
- Lauderdale approached LSC and were keen to have LSC involved.
- RA summarised Lauderdale as per options paper distributed in advance of the meeting. Made the point that if we sailed at Lauderdale, we do not have the finances to survive two seasons.
- RA summarised BYC as per options paper. Also stressed that BYC has been bending over backwards to accommodate LSC

RB invited Hughie Lewis to address the meeting. Points made

- Initially thought it would be a 2 year plan to help LSC out
- Had a discussion with CCC, have asked permission to use part of "Lot 9" (current gravel parking area) to create a compound for LSC to lock boats in.
- Have received a grant for floating pontoon (20m x 7m) but have no purpose for it with no learn to sail. But could be used for Sabre storage and launching. Would probably get about 14 Sabres on it for storage.
- Have done a bit of work towards a MOU with LSC to allow LSC members to get same benefits as BYC members, for little cost to LSC members
- Stressed BYC would love to have an off the beach programme and a junior programme, and are really keen to make it happen. Acknowledged that BYC doesn't have all the facilities we would like, but BYC is keen to accommodate LSC.

Questions?

- Any representations to consultation on the new marina finger?
 - Consultation closes today – only one representation to date. Require 10 to be considered by council
 - So on this basis (assuming no more representations made), expect to new finger finished before Christmas

- Location of pontoon?
 - Hughie Lewis passed around drawing [minutes secretary did not see it].

RA: summarised there are options for either temporary or permanent relocation to BYC

RA on boat storage at LSC:

- Looking to minimise activity at LSC site, so it's not going to be an option to keep dinghies at LSC and sail to BYC each Sunday
- Incoming committee can work out what the members who are not regular sailors can/must do with boats currently stored at LSC

PR on new repair option

- Met with Tom Wilcox of Tas Marine Constructions, who are specialists in wharf & marine civil construction
- Looked under clubhouse, Tom's view is condition is nowhere near as bad as many other structures he has repaired. Slab generally unaffected, support beams are problem.
- Tom has proposed a temporary repair option comprising additional support columns being constructed under the worst corroded beams, with repair of few parts of slab that are deteriorating.
- Quote only arrived today – PR has not had time to read in detail. Cost \$23.5k + GST
- If done would then need to get insurance too – so closer to \$30k in the end.
- Would need to seek assurance from insurer that they would issue insurance once work done. So still not a guaranteed option.

Questions:

- Would hirers return to LSC?
 - PR: Art group yes (but minor user); Rompers unknown;
 - Dan: Crew fitness now able to use Rowing Club indefinitely so not sure of their intentions. LSC was better site.
- What about windows? They're more likely to give way before substructure does.
 - PR: That's exactly why we want to seek assurance from insurers before getting substructure repaired. Window repair quote was over \$100k which we can't afford yet. Insurers have never been explicit about the exact reason insurance was refused

Summary from RA

- There's a lot of balls in the air.
- If LSC folds now we would foreclose other options.

RA asked if anybody is of the view we should fold the club now?

Nobody indicated preference for that.

Motions

1. That the meeting notes the general concept design for a Lindisfarne ferry terminal based at our site, as viewed by the Commodore, Vice Commodore and Secretary, and if our site is selected, authorises the incoming committee to continue to progress a design along these lines.

- Moved by RB, seconded RA
- Members generally in favour, no members against
- Motion carried.

2. That in view of the likely timeframe for decisions on the Lindisfarne ferry terminal location, the meeting authorises the incoming committee to relocate the club's activities to Bellerive Yacht Club for a period of up to two seasons.

- Moved by RB, seconded RA
- Members generally in favour, no members against
- Motion carried.

Due to confusion about third motion, RB gave more background to the third motion

- Part (A) essentially gives permission for the committee to wind up the club if conditions (a) and (b) are not met.
- Furthermore, we may want to wind up the club if we think running it is too hard
- We may want to wind up the club for liability reasons: committee is at risk of being sued if anything happens (although unlikely)
- We may want to wind up for following reasons:
 - Club finances being whittled away
 - Lot of work for few people on committee
 - Members may drift away.
- Question: if we walk away from the lease tonight, are we obliged to remediate the site to original condition.
 - RB: legally yes, but we would attempt to negotiate
 - RA: lease has options for govt to clear the site (should they want to) and send us the bill. But can't come chasing individual members.
 - RA: Crown Solicitor is not putting pressure on, giving us time to get the best outcome we can.

3. (A) That the meeting authorise the incoming committee, if (a) our site is not selected for the ferry terminal and (b) Tas Marine Constructions does not offer a substructure remediation solution within LSC's means, to relinquish our Crown lease and vacate the site, and permanently relocate the club's activities to Bellerive Yacht Club, so as to minimise the public liability risks to our club.

(B) In order to achieve this objective, the meeting authorises the incoming committee to prepare a proposal to wind up the club if that appears to be necessary and desirable, for endorsement by a future general meeting.

- Moved by RB, seconded PR
- Members generally in favour. One objection plus one objection by proxy
- Motion carried.

Other business:

RA called for general questions before closing the meeting

- Question was asked from the floor about whether other members would be willing to make donations towards repair of the clubhouse
- General discussion determined that many members would be willing to make donations

Meeting closed: 7:30pm