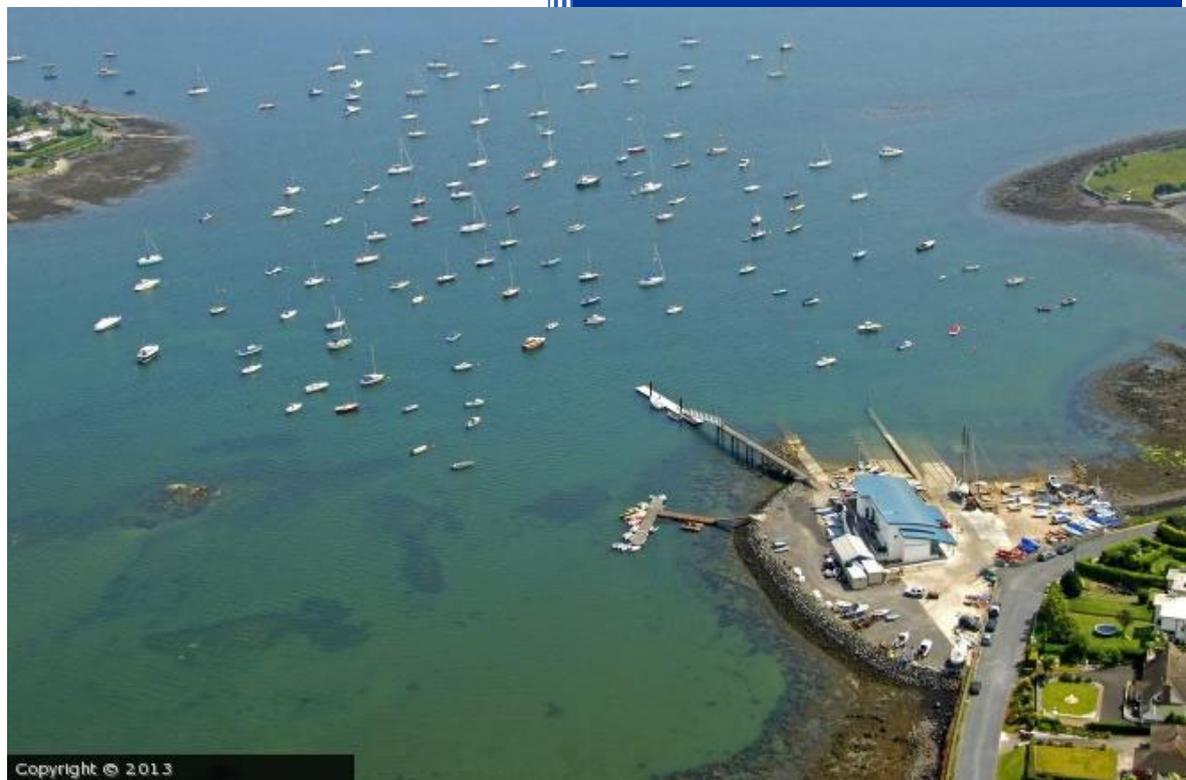


2018

Facilities Captain Report



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Brian Corry

2018 was exceptionally busy on the facilities front with a number of large projects completed. The overall improvement in club finances has allowed me to propose, and the Commodore's Committee to authorise, projects that have been on hold for many years such as the replacement of Rib 1 & 2 engines. There were also a number of unavoidable items such as the new access system and gate safety strips that were either due to failures in existing systems or a Health and Safety necessity.

It is important to mention that amongst others, John Hagan and Robin Dunbar in particular, have volunteered countless hours of their time and expertise over the course of the year to help fix things that have gone faulty or install and maintain new systems. I am personally very grateful for their ongoing input (as I am sure the rest of the club are too) for it has meant, in many instances, that the club has not had to pay a contractor to do the work.

I have highlighted below several key projects that have taken place.

1. **Gate safety strips** – This project required the installation and wiring of contact strips to the vehicle gate to prevent crushing and shearing injuries should a person, or indeed any object, get in the way of the gate opening or closing. Robin Dunbar, especially, spent many hours installing this and it has transformed the safety of the gate's operation and made it compliant with Health & Safety. During installation I was amazed to hear members recount the number of near misses that had occurred over the years – many of which involved children putting hands and arms in harms way. An important and long overdue upgrade.
2. **New Access System** – The old system had reached the point where the cost of repair was significant. The Commodores Committee agreed, after a tendering process, to install a new access system that modernised the whole system. There was considerable logistical planning to achieve a smooth transition and the help and assistance of our Office Manager, Elaine Cushley, was instrumental in this process. The new system offers considerably more functionality that has proved especially useful when events are on at the club.
3. **Club Security & CCTV System** – Over the summer SLYC and members suffered an epidemic of thefts both of engines on and off the water as well as tenders. We have grown used to a number of incidents every year however this summer saw a dramatic increase that caused the Committee to look at every aspect of club security.

As result of a security review that I conducted with contributions from several members and outside parties, the Committee agreed to upgrade the existing CCTV to a monitored system. In addition, plans are ongoing for an outboard engine store that can hold up to 40 outboard engines – doubling the existing capacity that will hopefully be in place for the beginning of the new season.

Finally, we are also looking at options that would allow members to lock their tender to the concrete and to enclose the inflatable tender rack. The CCTV monitoring company have received instructions that if they observe suspicious activity within club grounds that they ask the person involved (via the external speakers) to open the club house front door with their access card/wristband to prove their identity. Failure to do so will result in a club member "keyholder" being alerted. It is in all our interests to work with the Committee and security company to help stop the tens of thousands of pounds worth of kit being stolen every year.

- 4. Rib Engines** – Since the day it was purchased (after the original engine was stolen) the Evinrude engine on Rib 2 has been unreliable and given us constant trouble. We reached a point this year where, after another breakdown and faced with a significant repair bill, the Committee agreed to my request to replace the engine with a Yamaha. This was completed, and the broken engine was sold for parts. Rib 1's engine was well overdue replacement having been in operation since 2006. The improvement in club finances enabled the Committee to proceed with the replacement of this engine with a new 115HP Yamaha. This will be fitted over the winter and I am pleased to report that John Hagan managed to sell the old engine for an amount well over the estimated value which will help offset the cost of the new one.
- 5. Ventilation System** – The club room ventilation system was originally installed to remove smoke from the bar however, it was complicated to operate and it is unknown if it was ever fully commissioned and working in the way it was designed. After considerable investigative work by Robin Dunbar as well as the fixing of mechanical louvres and the installation of timing switches etc, the system is now functioning via an On/Off button behind the bar with a timer to automatically turn it off should it be accidentally left on. This should prevent a cold draught being felt should the wind blow from the north which was a regular irritation.
- 6. Slipway & Jetty** – Over the summer I conducted an assessment of the club's slipways and jetty and it was immediately apparent that the Jetty, especially the sides, have suffered from extensive deterioration to the point where there is a significant amount of exposed rebar from the shuttering is now breaking off. Similarly, slip 2 has continued to crumble at the bottom and we are unable to fully power wash it due to the damage that occurs. We continue to advise that this slip not be used for sailing courses/junior sailing below half tide. A proper repair cost for slip 2 alone is circa £15-£20K plus all the Marine licensing applications etc that would be required and therefore the Commodores Committee decided that any repair work should be delayed until we complete a wider slipway and jetty feasibility study that encompasses everything from the D down to the unused slipway beside the clubs fence in the tender park. Various options are being considered and costed and we will be actively seeking members input soon once we have established what is possible.
- 7. Craning & Boat Storage** – The weather proved tricky at the start of the season and delayed the planned craning in days however at the end of the season everything went like clock work once again with John & Scott Hagan, Robin Dunbar and Colin Cushley working a well-oiled system. It was good to see that most members were fully on board with all the safety equipment which is important given the high risks involved in craning operations. However, a number still needed to be reminded on numerous times and I was also concerned that a number of non-members were present without being signed in – something that is important for insurance reasons as well as being a general club requirement.
- 8. Water Charges** - A major leak was discovered in the mains pipe under the concrete at the beginning of the year. This was fixed quickly and a rebate was obtained from NI Water. In addition, we are in the process of applying for reduced sewerage charges after installing a meter to record how much water is used in the hosepipes around the ground from which the water used is not returned to the sewer. This should result in an on-going annual saving.

Conclusion

I have decided not to seek re-election to the Commodores Committee after first joining as Sailing Captain in 2011 and taking over the role of Facilities Captain at the start of the 2018 sailing season.

Looking ahead to 2019 and beyond, it is most important that the club continues to implement the robust procedures for carrying out and recording fire, electrical and Health & Safety tests. These are required for both insurance and licensing purposes and evidence of these tests and procedures is increasingly being asked for.

The old mast derrick is on borrowed time and will at some stage be condemned for good by the insurance assessor. Repainting annually by the small number of boat owners who use it may delay this time somewhat. The Palfinger is a ready substitute for when this occurs.

Brian Corry

Facilities Captain