



South West Branch, Minutes of the 2016 Annual General Meeting

The 2016 Annual General Meeting of the MOA South West Branch was held at 1830 on 4th February 2017 at the Bailbrook House Hotel, Bath.

Present

Keith Bunker
Branch Treasurer
Nicky Bunker
Mark Cornish
Port Officer Burnham on Sea
Dee Cornish
Ieaun Cornish
Rob Cowley
Teresa Cowley
Paul Kennedy
Commodore
Ann Kennedy
Bob Dow
Penny Dow
Mel Bush
Sue Bush
Phil Standley
Sheila Standley
John Bray
Jill Bray

Graham Marsh
Pauline Marsh
Eric Lowe
Branch Captain
Pat Lowe
John Oldham
Branch Secretary and Branch Webmaster
Lesley Oldham
Tony Wildig
Margaret Wildig
Bob Keys
Ruth Keys
Gordon Harvey
Diane Harvey
Chris Horsley
Christine Horsley
Rick Spencer
Jo Spencer
Vernon Billett
Madeline Billett

Apologies

21 apologies for absence have been received. These are recorded below.

Peter Roberts	Peter Gaskin
Ed Tuijl	Fred Hadwick
Chris Reid	Tony Weston
David Morbey	Barry Gasson
Grahame Mason	Richard Stafford
Stephen Charles	Lewis Moss
Chris Dale	David Hynam
Peter Satchel	Roderick Dare
Daric Jarvis	Leonard Cheshire
Davis Lakin	Brian Sharp
Neil Cottrell	
Steve Adam	

Welcome

The meeting was opened at 1834 hrs with a welcome from our Captain.

Minutes of the 2015 AGM

Tony Wildig proposed and Paul Kennedy seconded the approval of the minutes of the 2015 AGM that was held in Cardiff, 6th February 2016. There was no dissent to the unanimous approval of the minutes.

Matters Arising and Correspondence

There were no matters arising or general correspondence.

Captain's Report

For our first rally of the year, in June, I finally managed to persuade some members of the Solent Branch to join us in Portland. But my own journey was not without problems. We began by sailing across Lyme Bay and decided to motor sail to catch up with Oronsay. Before long there was a knocking on the underside of the hull. My immediate thought was that something was entangled in the propeller. A quick burst in reverse did not cure the problem, so I switched the engine off. Making just about 2 knots under sail, knowing it would take 20 hours to get to Portland, I decided to abandon the sailing. We returned to our berth with the assistance of a harbour patrol launch. Then by water taxi, the kindness of Jackie Neild (who lives locally) in taking us to Tones, train, 2 busses and finally on foot, we arrived at the marina. The pontoon party was successfully organised making use of two of the "Berthing Reserved for MOA" A frame boards and a flat sheet fender from Oronsay. Loraine and Paul Elliott offered us the main cabin on Big Bubble, and we borrowed bed linen from Noon shadow of Newlyn (thanks to Mel and Sue Bush.) We all enjoyed a guided visit to Portland lighthouse, being conveyed in a fleet of taxis. Some of the party did not return immediately to the marina, stopping at Tout Quarry Sculpture Park, a large site with some amazing sculptures. The rally dinner was held in Taylor's Messdeck Café Gallery, which is normally only open during the day but catered for us by prior arrangement. We accepted Keith Bunker's offer of a return passage to Dartmouth on Oronsay. Shortly after clearing the Bill, a pigeon landed on the side deck and made itself comfortable next to the shrouds. It stayed on board most of the way across Lyme Bay, finally leaving as we approached Dartmouth. Inspection of Flying Pig on the hard revealed a crack across most of one blade. Investigation revealed that there was no electrical bonding between the gear box and the prop shaft, causing galvanic corrosion of the propeller. Some 4 years prior to this I had the gear box replaced, but the electrical bonding was not reconnected.

The Rally to Guernsey in July, was very well supported, with many people making this part of their summer cruise. The pontoon on which we had the party stayed well afloat. The guided walking tour of St Peter Port gave us some moving insights into the history of the island including the German occupation. We had an excellent rally dinner in a dedicated space within Moores Central Hotel. The rally concluded with a reception in Guernsey Yacht Club.

Our traditional August rally to Plymouth, was organised at the last minute by Peter Roberts. On Wednesday I walked up to some high ground on Mount Batten to get a view of the Sound. There was a very strong wind blowing and there was no sign on any sails. The only vessels moving were a Brittany ferry and the pilot boat. On Wednesday night, Peter had

organised a coach to take us to the Waterfront Restaurant where we had an excellent view of the fireworks display. The following morning Peter had organised a coach to take us to Saltram House, a magnificent Tudor building, modified by Robert Adam. The rally dinner was organised in the Copthorne Hotel, during which we held a raffle, with proceeds going to the RNLI.

I did go ahead with a rally to the Scilly Isles in September, but the weather was less than clement, and only one other boat had arrived in St Marys. We picked up a visitor's mooring and took the dinghy over to see Roy and Lyn Windebank aboard Carrie Maid. Options for the rally had included a trip to Tresco, where they had already been, a bus trip around St Marys, and the rally dinner in Juliet's Garden Restaurant. There were at least two other yachts in the harbour flying the MOA burgee. We approached one and were greeted with "yes we are members of the Association, but we don't do rallies." We had more success with "Georgia", Harry and Susan Roberts were members of the Irish Sea Branch and were in the process of moving to France. They were delighted to accept our invitation to dinner in Juliet's Garden Restaurant. The planned bus trip was a nonstarter, although the website and tourist notices said there were 2 trips every day except Sunday, when we asked the bus driver he said only 1015 trip ran on Saturdays and that had already gone.

Our last rally of the year was Brixham to coincide with the Fishstock Festival. The covered fish market had been converted to a market hall with stalls displaying local produce. There were also many stalls outside, and one area where cookery demonstrations took place.

Treasurer's Report

The treasurer gave his report on branch finances and reported that they were in a healthy condition. Paul Kennedy proposed and Gordon Harvey seconded acceptance of the report which was approved unanimously.

Election of Captain and Secretary

Both captain and secretary had served for four years and thus their positions were overdue for election. Tony Wildig had prior to the meeting, offered to serve as captain and he was proposed by Keith Bunker and seconded by Gordon Harvey. His election was unanimous.

Similarly, Peter Roberts (who could not be present) had offered to stand for secretary and Rick Spencer proposed and Tony Wildig seconded his candidacy. He was also elected.

Given that two key officers have now been replaced at the same time, the retiring secretary John Oldham, offered to support the transition with all practical help and advice until the two new incumbents were comfortable in role. John is also happy to continue editing the branch pages on the MOA website.

Venue for next year's AGM and Events for 2017

The outgoing Captain outlined the possible programme for this year as shown below.

Date	Venue	Event
29 April – 1 May	Fowey	Mayday rally
Early June	Guernsey	

July	Falmouth	
9 th – 12 th August	Plymouth	Including Firework competition, with evening meal and rally dinner on Friday
September	Salcombe	South Devon rally

This potential programme was discussed briefly. Paul Kennedy commented that Salcombe could be expensive and advised the committee to check on availability of the water taxi on the proposed dates. John Oldham commented that the harbour master and water taxi shared duty and that booking of the pontoons in “the bag” seemed to be possible.

There was some discussion of the location and character of next year’s AGM. Taunton, Plymouth and Bristol were suggested by the committee. The discussion that ensued suggested that Plymouth was not favoured due to overlap with the sailing rally and the fact, highlighted by Paul Kennedy, that the spread of location of members was considerably to the north of this. Keith Bunker stated that he had possibly managed to secure a tour around the Hydrographic office in Taunton on Friday evening. During the weekend, there could be the possibility of a visit to Hinkley Point Power station and a trip on West Somerset Railway. Salisbury was also mooted as a possible venue, subject to finding suitable activities and accommodation for the weekend. These venues will be considered by the committee in due course.

The timing of the AGM was also discussed with Rick Spencer commenting that it was too close to the national AGM. It was felt that moving back into November was too early and that December or early January were too close to Christmas. It was therefore decided to leave the general timing as is, noting that as much space as possible between it and the national AGM should be sought.

Prizegiving

There are now three potential prizes in the SW branch portfolio. The Manoeuvre Trophy, which was not awarded this year, the Achievement Trophy, which was awarded to Peter Roberts for the magnificent organisation of the Plymouth rally at short notice. Peter not being present, this was accepted on his behalf by John Oldham.

The final award, being constructed from the ex captain’s rather battered propeller, and named the Confessions Award was given to Tony Wildig, who recounted the circumstances leading to this (a collision with the secretary’s boat in L’Aber Wrac’h.)

There being no other business, the meeting closed at 1925 hrs

John Oldham,
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