

NARROWBOAT TRANQUILITY SELF-MANAGED SYNDICATE

MINUTES OF THE AGM HELD 11 SEPTEMBER 2021 AT CHURCH MINSHULL VILLAGE HALL

Present: Lynn Bellard, Mike Foster , Geoff and Lieone Kenchington, Nina and Charlie Coxwell, Terry Orton, Chris Ward, Glennys Hammond, Tony and Trish Millington, Kevin and Karen (Kaz) Powell

Apologies: Patrick and Teresa Feely, Ellis and Sarah Crompton Brown, Terry and Steph O'Neil, Mel and James Beadle, Ian and Sandra Barwise

11.00 **Aqueduct Marina** – TQ Walkthrough Inspection

Owners met to inspect TQ and talk through suggestions for improvements and updates. Issues raised were discussed at the later AGM. Whilst various options were considered Geoff serviced the engine and Lieone changed the curtains throughout the boat with a clean set. There are two sets of identical curtains which Lieone launders and changes.

12.00 **Lunch**

12.30 **Open Meeting/Chair's Report** - Lynn opened the meeting, welcomed new members and gave those present an overview of the past year's activities, which were frustrated by Covid restrictions (Refer to Appendix 1 for detailed report).

12.45 **Treasurer's Report** – A set off accounts was circulated. Mike Foster reported that TQ's finances are healthy and funds were sufficient to cover all scheduled work. Therefore, it was agreed there was no necessity to increase monthly fees.

13.00 **Engineer's Report** – Geoff's work has been challenging having to work around Covid restrictions over the past 18 months. During 2021 lockdown shore power to TQ was not checked by the Marina resulting in no power to the boat impacting on the batteries. Three new batteries had to be purchased.

GK has been servicing the engine about every 6 weeks. Oil should be changed every 250 hours. It was estimated this was a saving of £200 - £300 p.a. when compared to the marina charges. GK will do the next service in November when GK will put a sticker on the engine hours meter to show a service had been done and put a note in the book so other members will know when the next change is due. Going forward other members may wish to carry this out but please advise GK so he does not have a wasted journey. Oil and filters can be purchased from the chandlery and put on TQ's account, there are empty cans in the engine bay and there is an oil disposal point in the marina.

TQ is due to be repainted in January, Geoff and Lieone have offered to take TQ to Anderton. The repaint will cost £8,800 and is expected to take 5 weeks, it was agreed that the number 8 should be removed.

Bow Thruster – Terry had resolved a problem with the bow thruster earlier in the year. It was agreed a set of spare springs and brushes should be stored onboard. **Action GK**

Charlie Coxwell noticed the ceiling was de-laminating just aft of the stove. Geoff is to ask the Anderton yard for a quote to see if this can be repaired whilst TQ is in the paint shop. **Action: GK**

The Chair thanked Geoff and his assistants for their time in maintaining TQ.

For full Engineer's Report see Appendix 2

13.45 Appointment of Officers

Volunteers put themselves forward to take on the roles required for the self-management committee. They were proposed and their appointment was approved by all the members present. As Lynn was currently looking after the website she said she was happy to continue.

Committee Members:

Chair:	Lynn Bellard
Treasurer:	Mike Foster
Engineer:	Geoff Kenchington
Engineer Support:	Chris Ward
Allocations:	Charlie Coxwell
Website:	Lynn Bellard

14.00 Walkthrough Suggestions and Improvements

Exterior:

- 1. New front fender/bumper**
- 2. New chimney/cap**
- 3. Cratch** - the fitting of a cratch had been discussed at the AGM 2019. At that time it was decided that GK would investigate options and also the possibility of fitting a top box. GK has sourced a removable lightweight frame and cover (approx. £975) that can be stowed in a top box (£240). It was suggested the top box could be fitted with magnets. **Action: GK**
- 4. Solar panels** – the advantages of fitting a solar panels was discussed. It was agreed this would help maintain the batteries especially after the experience earlier this year when there was no shore power to the TQ. This could be fitted with magnets. Charlie Coxwell offered to research options. **Action: CC**

Interior:

1. **Varnishing** – GK and LK had hoped to revarnish the interior during January 2021 but Covid restrictions prevented this. As the 2022 maintenance period will be taken by the exterior repaint job it is now scheduled for Jan 2023. **Action: GK and LK**
2. **Upholstery** – it was agreed these would need to be replaced soon. LB to investigate price and lead times. **Action: LB**

Meanwhile perhaps the covers could be removed and cleaned. Some felt this may be difficult to do with the button backed sofa but Trish Millington advised the job can easily be done with a mattress needle (which she could supply) and suggested one should be left onboard for repairs. **Action: Trish M**

3. **Washing Machine** – again this was discussed at the 2019. It was agreed to remove the washing machine and replace with a freezer and/or extra storage. Tony Millington offered to investigate options. **Action: Tony M**
4. **Bed mattress** – replace spring 2022. Another mattress protector to be stored onboard. **Action: LB**
5. **Toilet** – Charlie and Nina Coxwell had experienced a problem at the start of the week with the toilet. After reading the manual it appeared this may have been a result of the non-return valve malfunctioning. This may require replacing and a spare should be left onboard. GK suggested the macerator may need replacing with either a new or reconditioned unit. **Action: GK**
6. **Gas and CO2 alarms** – Trish Millington asked whether these could be resited away from the aft cabin ceiling because of their flashing lights. GK and LK said they would look at moving them to the passageway. **Action: GK and LK.**
7. **Carpets** – when the time came to replace the carpets it was decided to look at replacing the carpet near the stove with wooden flooring but retain carpet in the rest of the saloon and by the bed.
8. **Cooker** – this had broken during Trish and Tony's week at the end of August. A replacement had been arranged and was being fitted on Monday 13 September.
9. **Storage** – or lack of. The forward port wardrobe contains the lifejackets and picnic chairs. The picnic chairs may be able to be moved to the top box. There was an assortment of dog lifejackets and it was queried whether all these were required. Please advise Lynn if you require a dog lifejacket to be left onboard for your dog. Lifejackets to remain and the gas canisters checked. **Action: TQ owners**

It was noted that there were two single unopened duvets under the dinette settee. Again it was discussed whether these are required. Those owner's who did not attend the meeting please advise what your thoughts are. **Action: TQ owners**

10. **Wooden frame port side bow door** – on the walkthrough it was noticed the frame required regluing. **Action: GK**
11. **Replacement items** – whilst owner's are onboard if they notice something needs repair/replacing i.e. plates or a mechanical repair, rather than contact the Chairman for clearance if the work comes to less than £50 owner's should do the work and send the receipt to the Treasurer.
- 14.45 **Standing Items**
1. **TQ home base** – it was felt that Aqueduct Marina were not fulfilling their obligations. Marina fees are paid until March 2022. The Marina no longer fill up with diesel or do a pump out, the owner's having to do this themselves but there is no reduction in fees. Aqueduct cite Covid restrictions but Venetian Marina will do pump outs and fuel top ups. GK said they now use Venetian Marina for these services. One owner had also been charged for gas, but this should go on TQ's account. The treasurer explained that Marina's invoicing procedures were erratic, and he had no faith in them.
- It was agreed to move TQ to another marina. LB would contact Venetian Marina to see whether they had space for 2022. Syndicate owner's to explore other marinas in their preferred locations for the future. **Action: TQ owners**
2. **Agreement on scope of licence** – LB outlined the requirements for the Bridgewater canal licence. C&RT licence holders may remain on the Bridgewater Canal FOC for periods not exceeding 7 consecutive days in 28 days.
- C&RT craft wishing to extend beyond the 7 day reciprocal arrangement period must obtain a temporary short term Bridgewater Canal Licence at a cost of £40 for 7 consecutive days. There is an option to book an extended return journey at a cost of £20 (4 days). On the rare occasions where owner's find that they require those extra 4 days as the 7 days have already been exceeded, TQ's account will fund the temporary licence.
3. **Agreement of insurers 2022** – remain unchanged
4. **Agreement of Rescue Cover Membership** – to remain unchanged
- 15.15 **Contribution Review** – contributions are to remain at the present level. However, Xmas and NY weeks are unpopular. MF suggested the syndicate buy one of the shares when it next becomes available and remove those weeks which would impact on contribution fees. This will be considered in the future.
- 15.25 **A.O.B.** – the allocation list was circulated and some owners discussed swaps.
- 15.30 **Close** – Provisional Date for AGM 2022: 10 September 2022

Appendix 1: Chairs Report

11TH SEPTMEBER 2021 AGM TRANQUILITY SYNDICATE

CHAIRS REPORT: Lynn Bellard

Thank you all for coming today, we appreciate some of you have travelled a fair distance to be here.

A warm welcome to all of the new members who have joined us in the last 2 years. We haven't had a chance to meet since 2019. There have been several share sales on my watch since 2019, which I think have brought on board some enthusiastic boaters! It's great to have people interested and supporting our lovely boat.

Currently we don't have any shares for sale, and I hope it stays that way for some time. The boating market has been interesting this year, the value of boats in general has increased, making our shares a sound investment. The 2 shares we sold in the summer were snapped up very quickly, and we had many enquiries about them. Even though our webpage says there are currently no shares for sale, I still get messages asking about shares, and when we might have one. It's good to know the market is buoyant! Sorry about all the boating puns!

We lost several months cruising during the lockdowns, and we didn't have access to the Marina at all. I know Geoff was frustrated at not being able to just go and do a service or some repairs there. Mike made a financial decision to waive 2 months contributions for all syndicate members during the first lockdown, when we couldn't use the boat. We had to leave TQ in the care of the Marina. They sent a photo and said don't worry she's still afloat!

I want to thank all of our officers for their work to keep the boat and syndicate running. This syndicate only works if people step forward and take on a role to help out. We need everyone to be involved and take an interest in how we run.

Tranquility is a hard working boat and she has had a few incidents where she needed rescuing since our last meeting. She was stuck on an old mattress, when the prop got caught in the springs, Terry called RCR who attended to free her. She was also stuck in the bottom of a lock for 24 hours with the Middletons, again RCR attended. That lock, number 60 (Longcroft) I think it was, has continued to be problematic, they never discovered why TQ got stuck, but recently work on a 'bulge' has been identified.

The full exterior re-paint is booked for January, at a cost of £8800, which will spruce her up. We've all had a look over her this morning and I'm sure have some ideas for improvements which we will come to later.

Next May (2022) TQ is due for her Boat Safety Certificate, a bit like a car MOT. So we will need to ensure all her safety features are in good order, fire extinguishers, smoke alarms etc. So we will coordinate the date of that when it's booked.

Then we can look forward to many more years of cruising.

Appendix 2: Engineers Report

ENGINEERING MANAGER'S REPORT AGM 2021 Report – Geoff Kenchington

JAN 2020 Attended TQ to do some maintenance sorted the slow engine cranking problem rewired the starting circuit

FEB 2020 Battery charger failed, Chris Ward fitted a new one
Webasto heater failed Aqueduct repaired it
Front window cracked – replaced August by GK

MAR - JUNE 2020 - Lockdown

JULY 2020 Chris Ward had a few niggles mainly through lack of use
Alan Poole reported a leaking stern gland this was sorted at a later date.

AUG 2020 Tony Middleton tightened the stern gland
Geoff Kenchington carried out 250 hour engine service

SEPT 2020 Ian Barwise reported a problem with Aqueducts pump out system and repaired the Bow Thruster

OCT 2020 Terry O'Neil had a problem with the batteries and reported a leak in the toilet. Mike and Lynn confirmed this and a recon unit was fitted

NOV 2020 Geoff Kenchington carried out a full 750 hour engine service found a leak in the hot water storage tank (calorifier) Aqueduct sorted it

DECEMBER 2020 Lockdown

JAN 2021 Unable to carry out any maintenance due to travel restrictions
Aqueduct blacked the hull and replaced the stern gland although GK not convinced this was carried out

FEB 2021 Covid travel restrictions

MAR 2021 Covid travel restrictions

APR 2021 Geoff Kenchington replaced the Bilge Pump and push button. A spare push button to be stored under the step

MAY 2021 Rear hatch pin snapped Aqueduct quote too high, this will be sorted at a later date
Diesel injector leaking this was sorted by Aqueduct

JUNE 2021 Aqueduct carried out a 750 hour service?

JUL 2021 Ignition starting problem reported. GK re-connected a solenoid wire and carried out a 750 hour engine service

AUG 2021 Tony Millington reported the oven failed. LB sourced a new one to be fitted
September 13