

*Chew Valley Lake Sailing Club Ltd*  
*Walley Court Road, Chew Stoke, Bristol BS40 8XN. Telephone: 01275 332194*

### ***5th (54th CVLSC) Annual General Meeting 13th October 2021***

Notice is hereby given under article 13.2 that the 5th Annual General Meeting of Members of Chew Valley Lake Sailing Club Limited will be held at the Club on Wednesday 13th October 2021 at 7.30 p.m. for the following business.

1. To approve as a true record the Minutes of the 4th Annual General Meeting of Chew Valley Lake Sailing Club Ltd which were distributed to members earlier in the year and which are posted herewith on our website, and to deal with Matters Arising.
2. To acknowledge Reports from The Commodore, Vice Commodore and Rear Commodore and approve them as necessary.
3. To receive the Accounts and a Report from the Treasurer.
4. To consider a proposal to make changes to Classes and Eligibility for membership as defined in Rules Section 3.
5. Election of Directors and Officers as defined in Articles 5.2 and 6.1
6. Election of a General Committee as defined in Rule 8.1
7. Appointment of Auditors for the coming year.
8. Any other business

Nominations for any of the elected positions should be emailed to the Secretary no later than Sept 30th. A nomination form is included in this document.

Items for the agenda to be sent to the Secretary by email by Oct 6th,

A voting member unable to attend the meeting may appoint a proxy using the form included in this document.

Chris Sunderland  
Secretary

## Agenda item 2

### Commodore's report to the AGM 2021

The idea of resurrecting me as Commodore of this great Sailing Club was to hopefully provide some stability and continuity as we navigated our way through the Covid pandemic.

The first six months following the 2020 AGM were indeed a matter of getting to grips with National (and Regional) lockdowns and then subsequently getting back to sailing in a Covid secure manner.

During these months much of how we operated was guided by a small 'sub-committee' – our Covid group. My huge gratitude goes to Helen Martin, Andy Jones and Tom Skales who not only kept giving sound advice following government and RYA guidelines, but did the hard graft of creating and then repeatedly updating our policies and risk assessments. These formed the basis of our 'return to sailing' process. Also, my thanks go to Craig Harris, the Sailing Secretary, who had the relentless task of compiling sailor lists for the duty teams on each sailing day.

I am sure we all desperately hope the dark days are behind us; our sailing is returning to how it was, and the programme is coming back into play.

My heart sank when Rob Hatherell, our popular, ever-present chef in the galley, told me he was finding the work too much and wanted us to try and find a replacement. Our cleaning contractor suggested Antonia and Ben Allen – Antonia's Deli – and the miracle actually happened – a smooth transition from Rob to them!

Antonia was keen to alter whatever she could to increase awareness of the change – a healthy looking Olive tree, bistro tables along the balcony are examples of this. So far, I have heard (and tasted!) only good things about them, and I regularly pinch myself to remind me how lucky we have been. Initiatives like the Wednesday Pizza evenings will help to make working with us financially viable for them. I sincerely hope they remain happy at the Club, and that as many of you as possible support their efforts so that the arrangement goes on for years to come.

All that leaves a massive 'thank you' to Rob. He was invariably the first and last face I would see when at the Club, even on many non-sailing days. I have enjoyed seeing him do more sailing, even finishing an incredible third in the recent Barts Bash race! I hope you will join me in wishing him all the very best in his 'retirement'.

Progress in all areas during the pandemic may have been slow, but is now clear to see.

We have created a useful outdoor space with the Gazebo covering it, and fingers crossed we will shortly once again have a working lift to improve access to the Clubhouse.

You will all have spotted the work in progress creating the recreational trail. Our hopes of linking this with a programme of automating the outer and new 'middle' access gates are very much still there. However, in the short term, we should soon see the creation of a lifting barrier by our signing in hut. This will do away with the need for members to sign in. Whatever system is chosen to operate the barrier, we will have readily accessible data on who is coming and going from the Club. For much of this year Tom Skales has been grappling with this project, and I thank him for taking it on.

The extraordinary fluctuations in our membership created by the pandemic, and the decision to suspend membership renewal for 3 months to reflect rebates from Bristol water and BANES, might have flustered many a membership secretary – arguably the toughest job on the committee. But not Rosie Bowers! She has maintained the most accurate month on month figures so keeping us fully aware of how the Club is faring. And we are faring well as I write this, with 91% of last year's members having renewed. Our overall numbers seem to be stable with the encouraging addition of more family memberships.

The trend has been for a greater turnover of members with those not renewing being replaced by a slew of new members. Many of these have either little sailing experience and/or no boat. The demand for training has been exceptional, but as you may hear from Andy, our instructors, particularly the dinghy and junior ones, have risen to the challenge.

The committee have spent time considering a green/blue agenda for the Club going forwards. With all the current media and public attention focussed on this, we feel the need to consider changes, however potentially expensive, to reduce our environmental impact. Consideration has been given to using electric outboards on our powerboats, and it is apparently possible to consider replacing our troublesome tractor with a smaller electric 'tug', capable of moving our RIBs around. I am hopeful that allowance will be made in future budgets for such changes.

The now regular updates in the Sailing News from our Boat Park Team of Jon Elmes and Allen Marsh, are a sign that this continual source of bother is being tackled in an organised way. It is a thankless task, but the oft seen presence of Jon or Allen walking around the boat park with notebook in hand will hopefully result in more boats displaying the correct sticker, and fewer road trailers taking up much needed space.

The regular fortnightly Sailing News has really been down to me when Helen handed over the reins. As most of you will know – I am both old and 'old school'! I loved the printed newsletter when I first passed through the flag officer cycle, and I still miss the printed calendar which has got lost in the pandemic. (I will continue to press for its reinstatement next year Andy....!)

I owe a huge debt of thanks to the regular contributors who must get fed up with me asking for copy every two weeks, and for my suppliers of great photographs. I am not sure how many of our members actually read it all, but what feedback I do get is generally positive. I hope this continues to happen.

We still have trials and tribulations around our two pontoons. The suppliers of the EZDock system – our 'hammerhead' pontoon, have sympathised with the problem of Chew's steep, short waves created in Southerly storms.

However, mainly thanks to Simon Conway, who has sort of 'landed' in the role of pontoon supremo, and a small team of helpers, we are better understanding how to keep it intact, and how to stick it back together efficiently when it breaks.

Sadly the RIB pontoon, shorter and heavier, which has been in place for many years, is also showing its age, cracking apart when the water level fell suddenly a couple of months ago. Suffice to say it is still in place, chained together (!), but a replacement may have to be considered in future.

As ever, a Commodore's report seems to be basically a list of thank you's to the many people who make this amazing Club run smoothly.

Steve Turner and his main helper, Alan Coventry, work tirelessly to keep our fleet of powerboats not only working reliably, but in great condition – it makes us the envy of visiting sailors from other clubs.

Jeff Stratford with his team of powerboat instructors including 'welder in chief', Dave Hailes, put in so many hours to help keep us all safe while sailing, but Jeff has also been a great source of sound advice to me in my role. He musters his Police group to not only let us have the 'Fun Thursdays', but also to assist at our big open meetings.

Chris Sunderland has truly grown into the role of Club Secretary. He not only keeps the General Committee in order, but fed with information to enable us to make decisions. Also Chris, I thank you for acting as my sounding board over the past year.

Sarah Harding served on the committee with me all those years ago, so I knew how conscientious and fastidious she would be in the role. Thank you, Sarah, for all those well organised payment authorisation requests, setting up the Club's new payment card machine bringing us bang up to date and help in so many ways.

Andrew Martyn-Johns is standing down as Vice President, which will bring an end to his many years serving on our committee starting out as another most able Club Secretary. Andrew has been another source of wisdom over this time and I thank him for this.

Mike Higgins, our Rear Commodore, is also stepping down after serving his second three year term in post. Like me, not one who is comfortable with the modern electronic communications – old school! – once he is aware that something needs doing, he just gets on with it. If this requires an outside contractor, it is organised; if it is something he can turn his capable hand to, he does it. The tedious but necessary jobs which generally pass unseen – fixing countless new hooks in the changing rooms and assembling the new flat

packed picnic tables, are prime examples. He is what we all assume is a 'they'! Mike, you have been a great source of support and encouragement to me, and I have very much enjoyed serving on the same committee with you once again. I think we have both probably done enough now....

Finally, a word about your incoming Commodore, Andy Jones. What an amazing asset he has been as Vice Commodore! I cannot remember any, who in the space of just twelve months has worked so hard for all our benefit, organising the many, many strands of sailing stuff that pass through the sailing committee. I can confidently say that the Club will be in the very best hands for the next three years, and Andy, I thank you for the incredible support you have given me.

It has been an extraordinary honour for me to have been asked to be Commodore of Chew twice; I have enjoyed almost every moment. This is something I will treasure in my retirement years.

John Smalley – Commodore.

## **Vice Commodore's Report to the 2020 AGM**

### **What a year!**

Thinking of the last year it is impossible to ignore the continued impact of the Covid pandemic, resulting in at best uncertainty and at worst, times when our sailing was again curtailed, prestigious events such as the "Bristol Brew" student team racing unfortunately cancelled and the club closed.

Due to the restrictions, our November prizegiving also became a Virtual affair, enlivened by a talk from Mark Rushall that gave us all some hints and tips to think about, and an insight into the planning that goes into the highly successful team GBR Olympic sailing team campaigns. Over the winter, sailors sported previously unseen 'dry robes', now suddenly fashionable must haves as we grappled with the need to change outside during a thankfully mild winter, with pre-booked sailing slots de-rigour.

During this period all our activity continued to be planned and implemented through the small Covid group, and I am grateful to John, Helen and Tom for the huge amount of time and work they continued to put into ensuring we were prepared and ready to open the club for sailing when allowed. The demand to sail, fuelled maybe by the restrictions on travel elsewhere, has been almost unprecedented and special thanks go also to our Sailing Secretary Craig Harris, for being the unseen workhorse behind the never-ending grind of accurately compiling sailor lists for the many thousands of booked sails over the year or so that they were needed - I really cannot overstate just how much additional work was involved.

### **Sailing**

To consider our racing program first, this initially continued with our 'return to racing' series over the winter of 2020, with the introduction of positively received back to back morning races together with windward leeward courses for our growing asymmetric fleets. The later has undoubtedly helped fuel the rapid growth seen in the RS100 fleet and the emergence of RS 700s and Musto skiffs, with RS200 numbers also seemingly on the rise and I fully expect that the approach will continue into the future.

It wasn't until the Spring of 2021 that some semblance of 'normality' started to emerge, with our scheduled Spring series racing, and a fully open clubhouse.

It was against this backdrop that the sailing committee came together last winter to plan a full schedule of events for the 21-22 season, assuming the best but fearing that events may conspire against us. Early in the year, our long standing Principal Race Officer, Keith Harris, took the decision to stand down from his role having done so much to put in place systems and racing disciplines that I am sure will be continued for many years. Thankyou Keith on behalf of all the racers for your huge contribution to helping things run smoothly and in accordance

with the racing rules. Fortunately, we were able to find a very able replacement, with Rob Mitchell stepping into the breach and returning once again to a committee he thought he had left several years ago!

In addition to the normal variety of club racing, plans were made to host 4 inland championships for the Flying Fifteens in the Spring, and then later in the year the RS100s (combined with a RS200 open meeting), Fireballs (combined with a 420 open meeting) and Fevas, with open meetings also planned for the Lasers (or should that be ILCAs?), Toppers and Solos: 11 days total. Thankfully, although the Flying Fifteen event was impacted directly by the early Spring lockdown restrictions the event was successfully replanned to race in early October, and it has been possible to proceed as planned with others.

As we emerged from the Spring restrictions, it was fantastic to be able to host one of the first open meetings in the region when 21 Lasers and 19 Solos assembled at the club in almost perfect conditions, followed shortly after by 32 Fevas over a much breezier weekend. Such open events are an important part of our activity, showcasing the fantastic piece of water on which we are privileged to sail and helping keep Chew on the map as one of the premier inland racing locations in the country, helping support and grow our home fleets, encouraging our junior and youth sailors, and potentially helping attract new members to the club.

All our open meetings are now being supported by the "core race team", an idea conceived the previous year that couldn't be implemented due to the pandemic. This sees our more experienced racing sailors rostered into key roles for those days, helping put on what we hope will be first class racing. While it's early days, having our most experienced people in key roles undoubtedly helps the smooth running of these events and I feel sure that the approach will continue over next year. Thankyou to all those involved.

While all this was going on there was the normal range of other sailing with many people able to enjoy more relaxed days on the lake. Jeff Stratford and the Police group once again hosted the ever popular Fun Thursday sailing over the summer, Rosie ran the hugely successful 'lake and cake' Saturday sailing (I am never sure if it is the sailing or the cake that is the key element to its success!), Nick Martindale and Derian Scott ran the Thursday evening 'start racing' series and more recently Simon Conway instigated the 'lunch on the lake' cruising group activity. Huge thanks to all these people, it is this range of general activity that is a real strength of Chew and helps ensure that the diverse needs of our membership are met.

Our club boat fleet continues to evolve - the Hilda May wayfarer was finally taken out of service and can be seen now occasionally on the lake having been sold to a club member, and we have just recently taken delivery of two new Quests, with our old and somewhat battered Vision used in part exchange. We have purchased new trolleys for our club toppers, 6 new Topper sails and our group of dinghy bosuns have been hard at work keeping on top of the repairs needed to keep all 36 of our club boats seaworthy.

While our sailing activity is all very visible to members, there's always a lot that happens behind the scenes, often when no-one is around to take note of what's going on and essential to the running of our sailing. Our club bosun Steve Turner has continued to work tirelessly, with support also from Alan Coventry, ensuring that our RIBs and Committee Boat are always ready to go at the turn of the ignition. Thanks to Steve, we now have 6 fully retubed and refurbished RIBs, rendering them (hopefully) bullet proof and good for many years. Similarly, Simon Conway helped repair the Southern slipway after it was decimated by a severe storm, and has since been undertaking regular checks to replace the 'dogs' that bind it together, ensuring it stays in one piece and is available for those that need to launch from it. There are many others, Bill Chard works tirelessly to keep on top of our racing results, and Martin Jeremy ensures our prize cellar is always well stocked, thank you both.

Massive thanks also to our long serving Sailing Secretary Craig Harris, whose experience and knowledge has been so invaluable to me and the sailing committee and without whom meeting minutes, our sailing and equipment calendar would have descended into chaos. After three years Craig has now decided it is time to stand down from the role and we are lucky that we have the perfect replacement stepping forward in James Williams to fill his shoes

## Training

It was a notable feat that in July we successfully passed our annual RYA Inspection with no remedial actions in order to maintain our accreditation as a RYA Recognised Training Centre. This reflects the efforts of all our instructors and organisers, marshalled by Dave Orme – our RYA Principal who took over the great job previously done by Cathy Bartram when she moved to the south coast – Dave has asked me to record public thanks to Nick Edmonds, Jeff Stratford and the whole training team for their work in attaining this outcome; I should like to add my thanks to them, and indeed to Dave.

Reflecting the hard work by our trainers, a mass of training and other coaching activity has been undertaken this year;

- 2 adult RYA combined Start Sailing/Basic Skills (Level 1/Level2) courses ran with 14 people successfully completing the course.
- 12 instructors were able to complete an on line 12 month RYA extension course, and a further 19 people passed the face to face course when these resumed
- By the AGM 37 people will have been trained through our PB 2 courses and 16 people put through the introduction to Chew/refresher powerboat course, while 18 will have completed the powerboat safety training. The powerboat training team are a dedicated and hard working group that were formed 7 years ago but we now need to recruit more powerboat instructors; if this is an area where you think you may be able to help please let me know, or talk directly with Jeff
- Reflecting huge demand, our Junior training programme expanded to roughly double its 'normal' size, in turn placing pressure on our sail training instructors. In order to run the Chew Crew RYA courses we were faced with a desperate need for Senior Instructors to oversee activities and so, after much soul searching, a solution was agreed where-by we sourced SIs at a day rate from All Aboard Watersports. These new costs were covered through the course fees charged for our training and the approach has now enabled a total of 23 young sailors to pass their Stage 1 training, 23 Stage 2 and 10 Stage 3.
- The Junior Fevas ran 3 coached days across the year, with a total of 16 attendees across the 3 sessions. Many of our Feva sailors are now moving to the other Youth classes (mainly 420s) and I hope that with the 420s visiting the club for an Open in November we will soon see a fleet racing on Chew.
- In the Youth 29ers, 5 sessions ran with a total 28 attendees.
- The keelboat and team racing programmes were unfortunately the victim of the covid restrictions, both requiring significant close proximity working. It's hoped to re-launch these programs in some form over the coming year.
- As if that wasn't enough, also on Sundays Toby Peacock successfully ran a small Topper training group over the summer, helping more experienced young sailors further develop their skills and knowledge to a point where we will hopefully soon see them competing on the race track
- And finally, although not training activity, the club's "Pay & Play" scheme is a popular and visible way to get people involved in our club activities. This year demand for the scheme has been unprecedented, although through the hard work of our instructors and experienced dinghy sailors we have largely managed to work through the long list. The opportunity remains however for experienced club helms to support this scheme now and into 2022. Helms interested should contact Dave Orme please.

As you will appreciate delivering all this activity is no small feat and special thanks are due to all those of you that have helped in some way. It's always difficult to call out names for fear of missing people, but I would particularly like to thank Dave Orme for his overall direction and leadership, Jeff Stratford and all the powerboat team for the huge amount of work they did to get so many people qualified and able to help

cover our lake safety, Jeff again for the planning and coordination he puts into arranging first aid courses, Phillippa Power for all the work that she did in planning and co-ordinating the vast Chew Crew training operation with military precision, with fantastic support from Angus Penrice. Thanks are also due to all the SIs from Chew and All Aboard that supported our programmes; our Dinghy Instructors - Alfie Sheehan, Ben Hook, Giles Griffiths, Quinn Edmonds; the AIs - Angus Penrice, Patricia Caldas, Clive Seager, Ruth Gribble, Noah Curtis and Cat Wallace; and to all the parent helpers.

I should like also to say a huge thank you to Nick Edmonds, who has done so much as the lead for our Junior and Youth programme over several years, providing a structure and environment that has enabled many young sailors to experience and learn the joy of sailing and resulting in many of our young sailors now featuring at the very top of the youth and junior racing classes. Nick decided earlier this year it was time to ease away from this role although he continues to offer his experience and knowledge freely. Going forward, we now need parents and helpers to step forward to help run the programme over the coming year. Without a group of people willing to take drive areas of the Junior and Youth group activity, the Sailing committee will find it very difficult to put such a fantastic program in place, so please do get involved.

Finally, I would like to thank all those that have supported me over the last year, particularly John, for his wise council and advice and helping catch the numerous little things (and big things!) that I would otherwise have missed or forgotten, and the sailing committee for all their commitment and work in helping put together and running our sailing programme. While I am moving on after only a year, I am delighted that Paul Nicholls has agreed to now take on the VC role and am really looking forward to the sailing program that he and the sailing committee deliver for next year

Andy Jones  
Vice Commodore

## **Agenda item 3**

### **Treasurer's Report**

The audit of the financial statements for the year ended 31 March 2021 has now been completed by our auditors, Jay and Jay Chartered Accountants, who have given an unqualified audit report. Copies of the financial statements have been distributed to members with the AGM notice and agenda.

#### **Results for the year and financial position**

Despite the covid pandemic interrupting sailing activities, the Club had a financially satisfactory year with a surplus of £43,373 compared to £22,161 in 2019/20.

Turnover of £117,808 was considerably lower than the previous year's £198,827, mainly due to the decision to extend the membership year end until 30 June 2021 in recognition of the lost sailing opportunities due to the 3 covid lockdowns. This required an accounting adjustment to move approximately 25% of 2019/20 membership income into the 2021/22 accounting year. Other income was lost due to reduced training opportunities; restrictions on holding open events, welcoming visitors and hiring Club boats; and the closure of the bar for the entire 12 months - all a result of the pandemic.

Offsetting the fall in income were significant savings in costs due to the Club closures during lockdowns. Savings were made in utility and cleaning costs and the general repair and maintenance costs were lower than last year. In addition, the Club benefitted from the rates holiday awarded by the government to all

entities in the retail, hospitality and leisure sectors, and from pro rata reductions in rent and boat registration fees.

The Club also received grants totalling £40,843 from Bath & North East Somerset Council during the year. These grants were based on the Club's rateable value and were available to all businesses in the retail, hospitality or leisure sectors in recognition of the restrictions imposed by the covid regulations. The surplus for the year is largely due to receipt of these grants.

At the year end cash balances were £225,797 compared to £223,046 at the previous year end. The surplus was not reflected in an increase in cash balances due to capital expenditure during the year – such expenditure is a vital part of maintaining the Clubhouse, grounds, Club boats and other fixed assets. During the year £36,640 was spent on additions to fixed assets – which included £13,398 on repairing the south pontoon (covered by an insurance claim), plus initial work on the lift and gazebo, new windows for the training room, re-tubing a RIB, new picnic tables, and galley work. Year end cash balances were also affected by the decision to shift membership renewals to 30 June – meaning that the traditional March influx of cash from membership renewals was delayed until later in 2021/22.

Total net assets of the Club were £334,395 at the year end compared to £291,022 the previous year. Fixed assets represent £165,316 of the assets. The Club has designated £117,000 of the remaining reserves for specific purposes, including a building fund of £90,000 towards the new lift installation (nearly completed in September 2021) and commencement on a new gate entry system. Other designated reserves relate to training, and a fund set up for improvements and repairs to the slipways which can only be carried out when water levels allow.

### **Going forward**

The grants and rebates received through the pandemic allowed the Club to recompense members for lost sailing time by extending the membership year. Since covid restrictions were relaxed, the Club has benefitted from plenty of interest from new members, and this year's membership income is forecast to exceed our original expectations. The Club has significant capital expenditure in 2021/22 (notably the gazebo, lift, gate system and two new RS Quests), but despite this, with the current membership base the Club is in a sound financial position and well placed to serve all its members and provide excellent sailing facilities.



## **Agenda Item 4**

### **A proposal to make changes to Classes and Eligibility for membership as defined in Rules Section 3**

Proposed by John Smalley Seconded by Andy Jones

#### **Para 3.7 – to replace the existing ‘student’ category paragraph with**

*A Young Adult Member – being a person over the age of 18 years and under the age of 25 years at the date of election. Young person members are full Voting Club Members with the right to attend and vote at General Meetings in accordance with the Articles and the Companies Acts.*

#### **Para 3.8 – radio sailing specified as a social member activity – para now to read**

*A Social Member – Social Membership is open to any individuals with an interest in the sport of Sailing, but who wish to attend the Clubhouse for social purposes only and do not wish to participate in sailing activities with the exception of radio sailing. Social Members are Associate Club Members and as such have no right to vote at General Meetings but may attend General Meetings.*

#### **Para 3.10 – correction of grammar, insertion of word ‘be’- first sentence to read**

*Honorary Life Membership – Honorary Life Membership may be awarded to individuals who have rendered the Club outstanding service and whom the Commodore and other Flag Officers have proposed to the board of directors for this honour.*

## Agenda items 5 and 6

### Proposed Directors, Officers and Committee members for 2021/22 as at 17<sup>th</sup> Sept 2021

<b>Directors</b>		<b>Date first elected</b>
President	Robert Mitchell	2017
Vice-President	Vacant	
Commodore	Andrew Jones	
Vice Commodore	Paul Nichols	
Rear Commodore	Jon Elmes	
Director	Simon Chapman	2017
Director	Chris Sunderland	2020
<b>Other Officers</b>		
Secretary	Chris Sunderland	2019
Treasurer	Sarah Harding	2020
Sailing Secretary	James Williams	
Membership Secretary	Rosie Bowers	2018
<b>Committee Members</b>		
Duties	Tom Skailes	2018
Health & Safety	David Johnson	
New Member rep.	Joanna Muscat	
Group representative	Jim Rosser	2018
Social Secretary	Vacant	

## **Agenda item 7**

### **Appointment of Auditors.**

The General Committee proposes that the auditors for 2021-2022 be Jay & Jay Partnership Limited, of Clifton, Bristol.

## **Agenda item 8**

### **Any Other Business.**

#### **1) Honorary Members.**

The General Committee nominates for election the following members: Antonia Allan, Alan Coventry, Rob Hatherell, Allen Marsh, Steve Turner, Tony Thornhill

**NOMINATION FORM**

The Directors shall consist of: -

President, Vice President, Commodore, Vice Commodore, Rear Commodore, and up to two additional directors

The Officers shall consist of: -

President, Vice President, Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer, Sailing Secretary, and Membership Secretary

The General Committee shall consist of: -

Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer, Sailing Secretary, Membership Secretary, Social Secretary, Duties Secretary, Health & Safety Representative, Corporate Group Representative and not more than five additional adult members of the club.

All the above shall be elected annually at the AGM.

Nominee..... Mem.No. ....

Nominated Office .....

Proposed ..... Mem.No. ....

Seconded ..... Mem.No. ....

Declaration by Nominee: -

I .....agree to allow my name to go forward and agree to serve if elected.

Signed ..... Mem.No. ....

The Secretary must receive this nomination form by Sept 30<sup>th</sup> 2021.

Submit a copy of this form to: - [secretary@chewvalleysailing.org.uk](mailto:secretary@chewvalleysailing.org.uk)

*Chew Valley Lake Sailing Club Limited*  
*Walley Court Road, Chew Stoke, Bristol BS40 8XN. Telephone: 01275 332194*

***PROXY NOTICE for AGM***

Any Voting Member wishing to appoint a proxy for the AGM should complete the following form.

Name of voting member wishing to appoint a proxy: .....

Mem. No. ....

Address: .....

.....

Declaration:

I ..... (name)

appoint ..... (name of proxy) mem. no. ....

as my proxy to vote on my behalf at the AGM held on ..... (date of AGM)

and at any adjournment of that meeting.

The proxy's email address is .....

Signed .....

Date .....

The Secretary must receive this notice of proxy by 12noon on Oct 13<sup>th</sup> 2021 to  
secretary@chewvalleysailing.org.uk