



# THE MORNINGTON YACHT CLUB

ESTABLISHED 1946



Bret Levenspiel



## FROM THE COMMODORE : SLIPWAY 1

There appears to be a misconception in some of the feedback received that either a decision has been made or, a view of how a decision will be justified has been determined. Both perceptions are incorrect. Having said that, the feedback in general has been very constructive and I thank everyone who has taken the time to comment thus far.

With the best intentions, I have sought from the Board that we *restart* our discussion on the *future of the slipway* so that it is transparent to all concerned. That we seek professional opinions and make all the information available to members so they are well informed and can engage with us on the matter. The Board agrees.

So, from the outset I will endeavour to explain how this conversation starts. Concern has been raised at Board level that the slipway has inherent safety risks; this was made evident at the last slipping day. In short, the Board has identified it has a legal obligation to eliminate risks to health and safety so far as reasonably practical.

As a matter of urgency, the Board needs to satisfy itself that the slipway will be safe for the next slipping day; this is not negotiable. We will not knowingly compromise the safety of our members. We will not seek a member consensus on this, rather, a professional opinion. Should there be a member with suitable qualification and public liability cover that can assist us in this regard we welcome your support. Failing that, there will likely be a cost to obtaining a professional opinion; something we have to live with.

Essentially, there will be one of two outcomes. Either the slipway is in a condition that can safely traverse our fleet back into the water in October, or, maintenance work is required before slipping can occur.

In the event of the latter, we need to explore our options but let's not get ahead of this conversation. It may be a small cost of no material consequence. This is possible and I hope to be the case.

Should the cost be significant, or, flag future 'unbudgeted' costs then we will need to further consider how to best advance the discussion and engage the membership sooner than later. Nonetheless, the Board is concerned with the general condition of the slipway; the Naval Shipworm (*Teredo Navalis*) has accelerated the slipways deterioration and needs to be evaluated when taking into consideration suitable options. I note this has been a topic for many years and we have in hand various reports, thoughts and opinions throughout this period which also include recent comments. Chris Jackson and others have spent considerable time collecting and collating this information in anticipation of a *Slipway Forum*. All the information will be shared with the membership and discussed; we will all be on the same page.

While Chris and his team will provide an executive summary of the information that may include a recommendation, it will not be decided on, or implemented until it is shared and discussed with our membership. The Board seeks a collective understanding on such an important issue.

The Board has adopted the following approach to the future of the slipway.

*We agree that this is a very important issue for members and members need a say. We need to be accurate and extensive in our collection and presentation of information. In considering the future of the slipway we need to look for solutions that are not only feasible but ensure we remain a great Keel Boat, Trailable and OTB club.*

I welcome any feedback from all our members and email is best [commodore@morningtonyc.net.au](mailto:commodore@morningtonyc.net.au).  
If you prefer to call, 0411 875 502.

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