



# St Helier Boat Owners Association

Minutes of the 23rd Annual General Meeting held at St Helier Yacht Club on 24th November 2015 at 1930 hours.

Present	The Officers, committee members and approximately 70 members.
In Attendance	Representing Harbours: Myra Shacklady, Commercial Director (MSh), Mike Tait, Leisure Manager (MT) & Phil Buckley, Harbour Master (PB).
Introduction	The Chairman (MS) opened the meeting by thanking the Commodore for the use of the Club and he welcoming members and PB, MSh & MT who would answer questions directed through the chair during the open forum.
1. Apologies	Apologies had been received from Christine Gill, Tony Olsen, Don Filleul & Nick Wood.
2. Minutes	MS said the minutes of the last AGM held on 9 <sup>th</sup> December 2014 had been available on the website and he proposed they be taken as read and they were approved on a proposition by C Fairbairn, seconded by N Bailhache.
3. Matters Arising	There were no matters arising.
4. Chairman's Report	The Chairman read his report covering the main issues and activities dealt with during the year. His report is attached to & forms a part of these minutes.  The Chairman's Report was accepted on a proposition by C Fairbairn, seconded by W Simpson.
5. Hon Treasurer/ Membership Secretary's Report	In the absence of Christine Gill, the Hon. Sec. Read her report, which is attached to & forms a part of these minutes.  There being no questions for the Treasurer, MS proposed a vote of thanks to CG and the accounts were approved on a proposition by N Bailhache, seconded by W Simpson.  MS added that WS was organising a recruitment drive to attract new members.
6. Election of Officers	Hon. Secretary Peter Donne Davis took the chair and said he was delighted propose MS for re-election as Chairman. He had continued to work hard for the Association, as he had from its inception. The nomination seconded by M Clarke being the only nomination for Chairman, he therefore announced him duly elected to applause. MS thanked members for their support & expressed the hope that someone else might come forward for election next year. He praised the efforts of the committee, including a terrific turn out last Sunday morning for the dinghy cull. MS said three new members had joined the committee two years ago & since then there had been no new nominations.  He then read the further nominations received as follows:  Vice Chairman – N Wood Hon. Secretary – P Donne Davis Hon. Treasurer – C Gill  Committee Members:

	<p>P Carter M Clarke K Hennelly P Rose W Simpson V Walker</p> <p>MS declared that the above-mentioned were duly elected.</p>
7. Election of Independent Examiner.	MS thanked Tim Scott Warren, who had examined the accounts for a number of years. He proposed his re-election & it was seconded by P Donne Davis and carried unanimously.
8. Subscriptions	The Chairman advised the meeting that the committee's recommendation was that the subscriptions for the following year remain unchanged at £5 single and £8 joint. This was approved on a proposition by N Bailhache, seconded by R Viney.
9. Donations	<p>MS said that it had been the practice to review the donations to the RNLI Jersey Branch and CI Air Search every other year &amp; having been increased to £500 each last year, the committee recommended the same amounts.</p> <p>G Baudains proposed that the Committee's recommendation be accepted. This was seconded by V Walker and carried.</p>
10. Changes to Constitution and Rules	MS reported that no propositions had been received.
11. Open Meeting	<p>PDD said the Association had been invited to respond to the consultation on the proposed removal of the Corbiere fog signal &amp; asked for member's opinions. MS asked PB to outline the background. <i>PB: The equipment is reaching the end of its life &amp; such signals are not regarded as aids to navigation by IALA. The current signal could only be heard up to one mile away, less depending on wind direction, or from an enclosed wheelhouse.</i></p> <p>- P Mourant hoped that the old long range fog horn was being preserved. <i>PB confirmed that the internal equipment was, but the external parts had rotted away.</i></p> <p>- What would be the cost of replacement? <i>PB: Cost was not the main issue, but he estimated around £40,000.</i></p> <p>- What do Commodore skippers think? <i>PB: They have yet to respond, but given their enclosed bridges, he doubted they would have any objection.</i></p> <p>- Will any other fog horns be discontinued? <i>PB: The only other one was on the Demie light &amp; this would go in due course, but the racon will remain, as it is a navigation aid.</i></p> <p>MS invited further questions to PB, MSh &amp; MT to be put through the Chair and the matters raised were responded to as follows:</p> <p>- Mud was cleared from the blocks, but needed to be removed to sea, as it soon returns. <i>PB: A licence would be needed, which is expensive, but they could look at the feasibility of moving it to La Collette.</i></p> <p>- Mud on the St Helier Marina drying pad was dangerous &amp; he had slipped into the water. Could it be cleared once a month? <i>MT: Sympathised with the accident &amp; had increased the inspections &amp; frequency of clearing, but was loath to commit to monthly.</i></p> <p>- When would the car park barriers at St Helier &amp; La Collette marinas be operating again? <i>MSH: A software solution had been found &amp; they would be working by</i></p>

*Christmas.* It was suggested that prior notification be made to remind users to bring their entry cards & that they be policed initially to prevent them being hit.

- What is the progress with the rusting piles in Elizabeth marina? *MT: The first stage of under water grinding & fitting anodes was complete. To resolve the rust bubbles a trial will be conducted of 'necklaces' to scrub them as the tide rises & falls.*

- Regarding the dinghy pontoon problem, was the length of painters a cause? *MS: They were compliant at the time of the cull. The problem was that there were too many & that a number were unused during the winter & filled with water. There was a serious safety issue of someone falling in the water & being unable to access the ladder. The committee had a suggestion which would be put to MT & had considered the idea of funding some 'communal use' dinghies, but that would exacerbate the overcrowding. At the request of MT he said the suggestion was to insert an extra pontoon at right angles, which would require removing one mooring. MT queried who would volunteer to lose their berth.*

Comments included the view that owners who had their boats lifted out for the winter were leaving their dinghies, a suggestion that it should be a condition that dinghies be properly maintained & waterlogged ones be removed & that the original pontoon had been much bigger. *MT: Agreed that there were too many, saying that even on a busy weekend in the season, no more than 30% were in use. He felt community solutions were needed, such as sharing, rather than more aggressive policing or expenditure on more racks. However he would consider towing waterlogged dinghies to other locations. He said that the new location had made space for the additional finger berths & MS added that the fingers were much safer than the alternative of out-hauls, given the proximity of car parking.*

P Mourant said, on a brighter note, he wished via MT to express his heartfelt appreciation for the helpful staff at the office at St Helier marina. This was met with prolonged applause.

- The Elizabeth holding buoys are too shallow at low water, could some be moved to deeper water? *PB: Agreed to investigate the possibility, which may require moving some nourices. MSH added that the fishermen might be amenable.*

- If inflation remains low, could Ports consider freezing fees for a year? *MSH: Ports have to pay a dividend to the States & need to cover capital costs of £340m in today's money over the next 25 years. Fee increases are not automatic, but are calculated with reference to overheads, Nevertheless, she would like to be in a position to offer a fee holiday before she retires!*

For old harbour users, car parking on NNQ had been lost & the slipways were always full. A parking permit system had been suggested previously, could this be reconsidered? *PB: Parking is always going to be a problem in a small island, he would look into the idea, but couldn't promise anything. MSH added that she had recently declined a request to give up 25% of available spaces for Christmas shoppers.*

- Are there any new plans for the harbours? *MSH: a new 25 year master-plan, in 5 year segments, is under development & will be open for consultation. She confirmed that there are no plans to flood the old harbours.*

Will VTS be moved from the pierhead? *PB: The tower cannot visually cover the whole VTS area. Works on up-grading VTS in Maritime House is nearing completion & thereafter the tower will be retained as a backup.*

- VTS spend time relaying routine messages between visitors & marina staff. Why not have a marina VHF channel? *MT: The Small Roads & harbours are a commercial area*

	<p><i>&amp; discrete traffic is not safe practice.</i></p> <p>- Portsmouth has heavy commercial traffic yet the 4 marinas each have there own VHF channel <i>PB: Very familiar with Portsmouth, which has a much wider access channel. There have been over 30 incidents reported here this year &amp; it is important for VTS to have full awareness &amp; control of all movements.</i></p> <p>- Is the free extended hard standing stay only available to marina berth holders? <i>MT: there are no plans to extend this to drying moorings.</i></p> <p>- The boat park is quiet at present. Could fees be reduced? <i>MT: This is partly due to the 25 ton hoist being out of action for 6 weeks. There are already deals available such as the £50 quick lift. He noted that some members were unaware of these &amp; undertook to issue a Mail2U with details.</i></p> <p>What can be done to reduce dust in the boat park, which affected hull painting? <i>MT: concreting the whole area had been investigated, but was too expensive. He was considering having concrete tracks laid &amp; would be installing pass card access barriers, to prevent joy-riders from raising dust. To improve the situation during the busy period he was also considering an area for storing long-stay boats in tight proximity.</i></p> <p>There being no further questions, MS thanked PB, MSh &amp; MT for their time &amp; a useful Q&amp;A session.</p>
Termination	<p>MS then thanked everyone for attending and advised that Phil Carter was ready to receive subscriptions. He wished everyone a happy Christmas and a good boating season in 2016 and invited members to participate in the buffet. The meeting closed at 2100.</p>

## Addenda:

### Chairman's Report 2015

2015 has been somewhat of a quiet year for your committee.

There have as usual been the regular complaints, which are out of our control, but there have been two in particular that have raised us concern.

**Dogs.** It was 2011 that your committee agreed an initiative with harbour's to allow boat owners to be permitted to take dogs into Elizabeth Marina but with very strict conditions. This came about after a request from a responsible pet owner. I must admit up to eighteen months ago there was no problem. However since then the situation has got worse with constant complaints being received. I do not wish to mention individuals but mooring holders in Elizabeth will know the offenders. Although I fully supported the move in the first place my opinion has now changed and if the sanction is removed the responsible owners will suffer. Mike Tait has recently agreed that they will monitor the situation and if it does not improve that will end the sanction.

**Dinghy pontoons.** During April 2014 we carried out a joint initiative with Marina staff by carrying out a dinghy cull. 30 plus dinghies were removed from all dinghy pontoons due to their condition being unmarked or over size. On the 15<sup>th</sup> of November last we again carried out the exercise with the outcome greatly improved on last year. My thanks go to Mike Tait and all his staff for the great team effort shown. That's the good news but there is a very serious side to dinghies. My committee is deeply concerned that some one is going to lose their life while negotiating the pontoon at South Pier. There are two many dinghies jammed in and if someone ends up in the water they will not get out. I know of two people that have had the misfortune ending up in the water. Luckily they were fit and able., not every boat owner is. Again not all but some of our members leave their dinghy chained up for weeks full of water. These are not easy to push out of the way when you try to reach the pontoon. I hope to meet with Mike shortly to discus an idea to help resolve the problem if its feasible.

**Incorporation** Your committee met twice with Myra Shacklady and Frank Walker who is a member of the Shadow Board. The meetings were informative and there was not anything that raised us great concern. We were informed that mooring fees would not increase above the RPI. This will be the case as promised for 2016 an increase of 1% and the only exception being La Collette 2%. This being the last of a three year plan to set a differential for 24/7 access.

I also had the opportunity along with other interested parties to meet with the scrutiny panel regarding the Incorporation.

**4/5 berths improvements.** April saw the work completed on time for the Boat Show and on budget. I must report we have received no negative comments on the work.

**Barriers Town and La Collette Marina.** This issue we have raised several times and we are informed it is a software problem beyond the Ports Control. Hopefully some one will come up with new software.

**Elizabeth Marina Ram repairs.** Temporary repairs were made earlier in the year and a new ram is being purchased. It will be fitted at a later date, during suitable weather conditions and I believe the old one will refurbished and kept as a spare.

**Fog conditions** We have recently clarified the General Directive 13 which laid down regarding movement of vessels in poor visibility. It is intended for craft over 25m. Small craft may proceed with caution but at your own risk. My advice is to look up these directives on the Ports Web site.

**IALA lights west side Elizabeth Wall.** After some delay these lights will shortly be installed. In answer to questions already raised by members who thought this could cause the a delay leaving from Elizabeth I quote the reply from the Ports.

After leaving Elizabeth marina on the green light (for the entrance) vessels may encounter a red light on the new IALA repeater lights that are fitted on the South end of the west wall. If proceeding out to sea, they may continue out by keeping to the west side (starboard side) of the channel with caution. Alternatively if tide heights permits, they may exit north of the castle. If proceeding into La Collette, or the main harbour, they should wait until the lights are in their favour.

**That completes my report for 2015.**

**M Stevens Chairman**

## **TREASURER'S REPORT 2015**

### **Accounts**

● There has been a further fall in membership since 2014 - there were 499 paid-up members at year-end 30<sup>th</sup> September, compared to 536 the year before. After further resignations in December, and January, plus some new members, we started the 2015 season with 495 paid up members.

The result of all this was a drop in income for 2015 from £2,330 to £2,204 but there has also been a slight drop in expenditure, partly due to using emails wherever possible.

● The donations to RNLI and CIAS were increased at last year's AGM to £500 each; the additional amounts shown in the Accounts were from collections at the AGM and the Treasurer's policy of not refunding subscriptions to members who resign but fail to cancel their bank mandates - instead the money is sent to the RNLI or CIAS. This amounted to £54.00.

- The result is a small deficit of £167 compared to a surplus last year of £27. The Prepayment of £15.86 shown in Current Assets is for the website for the coming year. There are no creditors and the Accumulated Fund is therefore £7,034 compared to £7,201 last year.

#### Membership

- The Membership currently stands at 472. We have lost 4 members who have passed away during the year, and extend our condolences to their families. They are **Mr Peter Hanning, Mrs Cynthia Goaziou, Mr Des Crafter and Mr Pat McGinley**. Another 14 have resigned because they no longer have a boat, and several have resigned but given no reason.

It would be really appreciated if members who have not completed and returned the Membership Details Form would take the trouble to do so - numerous copies have been sent out, but numerous ones don't get returned!. We still have 134 households who have not sent them back. There are more copies here on the table for completion tonight if you have not already done so. As noted above, using emails is helpful in keeping down postal costs in general and also saves time when sending out reminders. We now manage your details on a computer database which makes it easy to store and sort information, and therefore it's a simple matter to keep track of members' contact details and where in St Helier they moor their boats.

We have here this evening the Membership Cards for those members who have not yet paid. Please see Phil Carter.