



St Helier Boat Owners Association

Minutes of the 22nd Annual General Meeting held at St Helier Yacht Club on 10th December 2012 at 1930 hours.

Present	The Officers, committee members and approximately 50 members.
In Attendance	Representing Harbours: Myra Shacklady, Commercial Director (MSh) & Barry Goldman, Chief Operating Officer – Maritime (BG).
Introduction	The Chairman (MS) opened the meeting by welcoming members and also MSh & BG, who would answer questions directed through the chair during the open forum.
1. Apologies	The Hon. Secretary said that apologies had been received from P Hanning, V Tinley, Connetable P Rondel, P Carter, T Beaton & J Mourant.
2. Minutes	MS said the minutes of the last AGM held on 6 th December 2011 had been available on the website and, as indicated in the convening notice, he proposed they be taken as read and they were approved on a proposition by N Bailhache, seconded by M Anderson.
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 JK Hennelly.
5. Hon Treasurer/ Membership Secretary's Report	<p>Penny Hatter referred to copies of the Income & Expenditure account on the back of agendas on seats and explained that the full version with notes runs to 6 pages and will be available on the website.</p> <p>Membership at the start of the year had been 577 and 21 new members had joined, and 21 had resigned, resulting in a total of 581. She issued a reminder for members to let her know if they wished to resign, or had changed address or bank details, to ease administration & costs.</p> <p>She said printing costs again remained low and thanked Len Stevens & the staff at Tillyards for printing the Newsletter. She also expressed appreciation to South Pier Marine for sponsoring the safety event, at which £240.00 had been raised & split between the RNLI & CI Air Search. She said that very grateful letters of thanks had been received from CIAS & RNLI for this & the donations of £450 each agreed at the last AGM.</p> <p>She said she would be available to take subscriptions after the meeting and encouraged everyone to recruit new members to strengthen the Association's voice & support the efforts of the Chairman & Hon. Secretary in representing members' interests. She also had for sale the new house flags at £10 & car stickers at 50p.</p> <p>There being no questions for the Treasurer, MS proposed a vote of thanks to PH and the accounts were approved on a proposition by M Anderson, seconded by N Bailhache.</p>

6. Election of Officers	<p>MS expressed his appreciation for the efforts of the committee members despite some negative feedback from a small section of the membership. He commended the prompt posting of information on the website by the Hon. Secretary.</p> <p>Vice Chairman, Nick Wood took the chair and expressed his appreciation to MS for his hard work over the past year. His was the only nomination for Chairman, proposed by Nick Wood and seconded by P Carter and he therefore announced him duly elected to applause.</p> <p>MS said the other officers & committee members were willing to stand again and there had been no additional nominations</p> <p>He read the further nominations received as follows:</p> <p>Vice Chairman – N Wood Hon Secretary – P Donne Davis Hon Treasurer – P Hatter</p> <p>Committee Members:</p> <p>M Anderson P Carter K Hennelly R de la Mare P Rose W Simpson</p> <p>MS declared that the above-mentioned were duly elected.</p>
7. Election of Independent Examiner.	<p>The Chairman said that Tim Scott Warren was prepared to stand again. He was proposed by Louise Blampied, seconded by Peter Warren and duly elected. PDD agreed to send him a letter of thanks for his work.</p>
8. Subscriptions	<p>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. The recommendation was approved on a proposition by C Fairbairn, seconded by N Bailhache.</p>
9. Donations	<p>MS said he wished to propose a donation towards to purchase of a defibrillator & initial training of six operators. He outlined the value of a unit in improving the chance of survival in the case of heart failure & said the intention was to place the unit in the foyer of the yacht club, where it would be accessible from 7.00am till late evening. The cost of the unit was £1,250 plus £80 each for training, however St John's Ambulance had offered to train six people for the price of three, i.e. £240. The yacht club, Harbours and South Pier Marine had agreed to contribute and he proposed that the Association make it a four way split by donating £375. In answer to questions from the floor, he confirmed that the purchase would be from the St John's Ambulance, who would also provide annual refresher courses at lower costs and that maintenance costs were low. His proposition was seconded by N Bailhache and carried.</p> <p>MS advised that it had been the practice to review the donations to the RNLI Jersey Branch and CI Air Search every other year and accordingly, the committee's recommendation was that donations be increased from £450 to £475 each.</p> <p>P King proposed that the Committee's recommendations be accepted. This was seconded by C Vallois and carried.</p>

10. Changes to Constitution and Rules	MS said that there were no propositions or amendments.
11. Open Meeting	<p>MS invited questions to MSh & BG to be put through the Chair and questions were responded to as follows:</p> <p>Concerns were raised about the proposed removal of the linkspan to No 5 berth. <i>MSh said it must go, as it is becoming dangerous. The work would be timed to coincide with the presence of a barge next year, to reduce costs. Reconfiguration would improve access to both RLNI vessels. BG added that pedestrian access would be created & this had been discussed with the ambulance service.</i> It was suggested that parking would be needed for Traders delivering heavy equipment.</p> <p>The surcharge on moorings in lieu of fuel duty affected sailing boats disproportionately. <i>MSh: Of the £215k pa, only £97k came from mooring fees & Harbours found the balance from other sources. MS added that the imposition of fuel duty, estimated by Dep. Noel to yield £600k pa, would have very harmful effects on all leisure boating.</i></p> <p>Quoting a 73% increase in his fees for a mud mooring, apparently agreed by the committee, it was suggested that owners were not being supported. <i>MS said the 20%pa rise for 3 years had been a ministerial decision on which there had been no consultation. He had recently proposed a freeze for 2013. In response, the Minister had agreed to split the increase to 10% for 2013 & 10% for 2014, which was some help. MSh said Harbours had commissioned a benchmarking exercise, which would be used to review their whole charging structure & may lead to changes.</i></p> <p>How could such steep increases be justified? <i>MSh: Income from drying moorings was low, even after the recent increases, for example St Aubin's harbour yielded £69k, but the dredging work alone was costing £300k.</i></p> <p>Whilst congratulating the committee on its letter to the Chief Minister, how could the civil service response, suggesting work towards a 'competitive footing' be reconciled with annual contracts in Granville being one third of Jersey's? <i>MSh: This would be examined in the benchmarking exercise.</i></p> <p>There are a number of unused & unseaworthy boats, how will the 3rd party insurance requirement be policed? <i>MSh: Harbours are in discussion with insurance companies about providing discs as for cars. They would then be monitored as part of the routine checks by staff.</i></p> <p>A trader gave the perspective that it was understandable that boat owners were unhappy, but in these hard times businesses had to balance the books. In his view MSh was doing a good job, but was being let down by the States, for example by transferring the land around Elizabeth marina. <i>MSh: Confirmed that, as a Trading Department, they get no funding from the States.</i></p> <p>How will incorporation be of benefit when it is expected to produce £40m for the States & to pay rates? <i>MSh: Integration of Harbours & Airport has made cost savings of £1m pa. The evaluation project was approved by the States 42-5 & as a corporate body she expected it to be more agile & able to respond quickly to new ideas & market conditions & to exploit land resources at the airport.</i></p> <p>How can big capital projects such as St Catherine's breakwater be funded? <i>MSh: St Catherine's was funded by the States & they were expected to pay for St Aubin's east</i></p>

	<p><i>arm, but changed their mind at the last minute.</i></p> <p>Why can't Harbours tap into Tourism's marketing budget, as visiting boaters are significant spenders in the Island? <i>MSh: We've tried, but Tourism will not pay, as they believe crews just stay on board.</i></p> <p>Reeds Insurance cannot provide insurance stickers. <i>MSh: They have been supportive in discussions, but probably not able to supply them before 2014 renewals.</i> An owner of 3 small boats commented that no insurers offer a reduction for time out of the water.</p> <p>Owners from Elizabeth marina are being directed to use the drying pad in St Helier marina, but cannot access the car park to drop of pressure hoses. <i>MSh: Will sort it after the meeting.</i></p> <p>Harbours have negotiated discounts with Cartaret & other marinas, but what about Granville? <i>MSh: We have tried, but have been unable to reach an agreement.</i></p> <p>The Elizabeth marina tidal flow gauge has been out of order for some time. <i>MSh: TTS have been waiting for a replacement part. Kevin Hennelly added that it had now arrived.</i></p> <p>The lighting sensors in Elizabeth underground parking area were not working properly. <i>MSh: This had already been reported & she understood had been fixed, but she will check again.</i></p> <p>The new pontoons in La Collette are great, but what can be done about abuse of the holding pontoon e.g. regular checks or CCTV? <i>MSh: Staff are currently scheduled to check them twice daily & she would discuss further options with Mike Tait.</i></p> <p>Suggested need for additional visitors mooring at St Catherine's. <i>MSh: Harbours have an extra buoy but has been advised it was not needed. She will check again.</i></p> <p>The wave buoy observations are not appearing on the Port of Jersey website. <i>BG said this was being investigated.</i></p> <p>It was suggested that another drying pad in St Helier marina was needed. <i>MSh: This was being considered for when the linkspan was removed, but land access had to be resolved.</i></p> <p>Dropping off at Elizabeth had become more difficult since the loss of spaces by the hotel. <i>MSh: concerned that the other spaces were being abused & hoped to install dropping bollards next year.</i></p> <p>Finally, a member remarked that, since the appointment of Mike Tait, he had noted that the staff were out and about more, which was a positive move.</p> <p>There being no further questions, MS thanked MSh & BG for attending.</p>
Termination	<p>MS then thanked St Helier Yacht Club Commodore for the use of their premises and reminded anyone who was not a Yacht Club member to sign the visitors book. He advised that the Hon. Treasurer was ready to receive subscriptions and had House Flags available for sale. He wished everyone a happy Christmas and a better boating season in 2013 and he invited members to participate in the buffet.</p> <p>The meeting closed at 2055.</p>

Addendum:

Chairman's Report 2012

Although your association hasn't featured in the media this year I can give you the assurance that your committee have been quiet busy behind the scenes. Besides the monthly committee meeting, Peter Donne Davis and myself have attended the Marine Leisure Growth meetings and Nick Wood and myself have attended the Marine Development Group meetings. The Marine Development Group, which is made up of The Group Chief Executive Doug Bannister, The Group Commercial Director Myra Shacklady two members of the Shadow Board two representatives of SIHYC, two Marine Traders, Ray Hine Jersey Harbours project manager, and Mike Tait the Group Leisure manager. This Group looks at future projects. Part of this group's involvement was the refurbishment of La Collette marina. I am pleased to report this was completed well within budget and on time. The additional work which was not part of the original specification is the improve the gate excess the - unloading bays etc. This will be undertaken shortly.

Marpol Regulations

Again we attended a meeting regarding the Marpol regulations, which would be introduced once they had been ratified by the UK. Don't worry too much about these as the are mainly introduced for commercial vessels. However it could affect private vessel owners if you cause pollution within a harbour or at sea.

Safety evening

With the very generous support of South Pier Marine we held our safety evening here at St Helier Yacht Club. Leon Shaw from South Pier Marine gave a very amusing and enjoyable talk but with a very serious side to Safety at Sea. We very much hope that we can put the event on again. Several boat owners tackled me afterwards about the presentation. The night we had chosen clashed with a yacht club race in the bay and also a VHF course down stairs. They had all wished to attend. The evening was finished off with a buffet to celebrate the associations 21't birthday.

Practical improvements

Following many complaints from boat owners in rows ABC at South Pier the dinghy pontoon was shortened and a section moved to the rear of La Folie. This created a fairway so these boat owners could get out once they were afloat. Previously they had to wait for sufficient water to get out on the eastern end of the row. However we still have a problem, two many dinghies on the pontoon.

Holding Buoys outside Elizabeth

The number has been increased this year but more are needed. Harbours have agreed to put in some dead men. It is intended to this with a digger on a spring tide. They did not wish to drop them from the tug as they would be above the sand level and this could cause damage to a vessel, as the area is shallow at low water.

Fuel Prices

Obviously fuel prices are out of our control and market prices have had ups and downs this year. I am pleased to report that the new operator in Elizabeth Marina

has been very competitive.

New Inshore Safety Regulations

These came into force during June. A presentation was held here at the Yacht Club given by Captain Peter Lawrence where by he explained in some detail the need for the regulations and the responsibilities of boat owners. It is important to note the 3.a Party Insurance is now required by law on all vessels over 3 m.

New Group Leisure Manager

Mike Tait started in his new role during August. We have already met with him on several occasions and I am hopeful we will continue to build a good working relationship.

My concerns for the future

I am certain that every one present will agree that boating costs are getting very expensive. I am deeply concerned and this is born out by the numbers of people I speak too and many are considering selling there boats. We are constantly sending out this message at every meeting. We have recently written to the Chief Minister regarding our concerns on the impact the recession is having on the marine industry in general. This letter is available to be seen on our Web site. It is somewhat encouraging that he has replied asking us to forward to him via the Marine Development Group ideas that may help kick start things. Doug Bannister . has clearly stated that he wishes to give the customer more value for money in - one's package. This might be of benefit to some but we strongly believe along with GBOA and St Aubins BOA the first step forward is to reduce mooring fees. Lets not forget we currently have 30 berths available in Elizabeth Marina. This in it self tells you something.

Secondly the take up on winter contract berths is also well up because this year there is a25% discount. Does this not also tell you something? Our marine brokers tell us there is more boat for sale on the books than ever before, and most of those that are being sold are being sold to outside the island. I hope that during 2013 we can along with MDG come forward with some positive initiatives that will be for the benefit of boat owners and hopefully reduce the costs.

Mike Stevens 2012