



St Heller Boat Owners Association Newsletter - 2012



Chairman's Remarks

Reorganisation at Harbours

Since I wrote the article for our last Newsletter there have been major changes at Jersey Harbours. Captain Howard Le Cornu has moved on to be replaced by Doug Bannister the Group Chief Executive, who also holds the title of Harbour Master. Myra Shacklady is now the Group Commercial Director. The big change being they are now responsible for the Airport as well as Harbours. In the last few weeks Harbours have moved out of Maritime House and are relocated at Jersey Airport. Only the Sea Rescue Centre remains, but we wonder for how long before it is relocated.

Harbours are in the process of appointing a Leisure manager who will take responsibility for the leisure market and I believe this will also cover aviation leisure as well. How this will pan out we have to wait and see.

I am pleased to say our direct link with Myra in tackling the day to day issues is still working well and I sincerely hope this will continue under the new structure.

Major refurbishing works

The last twelve months have been busy with the completion of the South Pier moorings. Work to create a fairway alongside the West wall of the South Pier moorings is under way and should be completed shortly.

La Collette has had all pontoons replaced, new lighting, and modification to the access gate is about to start. Improved parking for the disabled is also being carried out.

In this issue

The new Inshore Safety Regulations are due to come into operation very shortly, after a long gestation period since we first responded to the consultation in 2008. It's incredible how difficult it is to cut through red tape! I'm grateful to Piers Baker, the man behind this piece of work, for his

article describing the key points and explaining the new simplified boat registration system.

This legislation is something of a milestone for me, as it includes a requirement for compulsory third party insurance for most craft, for which the Association has been pressing for many years. We must now hope that it will be properly policed.

I would also like to thank Charles Clarke for his piece, explaining the purpose and objectives of the Harbours and Airport Shadow Board.

The Marine Development Group, on which Nick Wood and myself sit, representing the association, is chaired by Board member Allan Smith and is working on projects which we hope will be instigated for the benefit for boat owners in general and Nick has reported on some of its activities in his article.

Looking forward

My fear for the future of boating in general is the escalating costs of boating. We have stressed to Jersey Harbours the vast difference in annual contract charges between Jersey and Guernsey. We are on average 50% more expensive. We have ever increasing rises in fuel costs which in general are governed by market prices. I often hear from non boaters that the marinas are full of gin palaces and, if you can afford one of those, you can afford the costs of boating. Whilst there is some truth in that, the rising costs hit the ordinary working man much harder. That is the reason why there have been so many in the last couple of years that have given up boating.

I am pleased to say Jersey Harbours are going review the charging policy. In fact Doug Bannister has stated "let's see if we can offer a more for your money to make it a better package". I welcome anything that's better for the customer, but I firmly believe we need to compare the competition between our neighbours Guernsey and the nearby French ports, not the South Coast of England marinas.

I wish you all a good and safe boating season.

Mike Stevens, Chairman

Jersey Harbours and Airport Shadow Board

It was as long ago as 1996 that the States of Jersey first articulated the idea of incorporating States trading entities and this led to the subsequent incorporation of both Jersey Telecom and Jersey Post. Unsurprisingly, Jersey Harbours and Jersey Airport were similarly identified as potential candidates for incorporation and it is this process which has resulted in the formation of the Shadow Board. However, before describing this body more fully, it is worth considering what incorporation actually means.

As States trading entities, the businesses of Jersey Harbours and Jersey Airport are under the day-to-day control of the States. Executives are appointed to manage the operations, but when different components of the States see themselves as having a legitimate right to intervene at both a strategic and operational level, it can create distractions. This model of governance can be said to represent the interests of a wide group of stakeholders, yet it does not generally result in a nimble and commercial business. An alternative is to transfer the business to a company, wholly-owned by the States, but overseen by a conventional Board of Directors; thus the involvement of the States changes from broadly that of a manager, to being a shareholder. This change allows a smaller and more focused Board of Directors to run the business commercially for the benefit of the States as shareholder. There is much evidence, both from within and without Jersey, to support the belief that this results in a more efficient and profitable business.

An interim stage towards the appointment of a formal Board of Directors is to establish a Shadow Board. This body has neither legal responsibility nor authority, but uses its influence to help prepare the businesses for incorporation. Such a Shadow Board was appointed in 2010 as a result of a professional, independent recruitment process overseen by the Jersey Appointments Commission. Initially, seven Non Executive Directors were appointed (myself as Chairman, Allan Smith, Margaret Llewellyn, John Mills, Mike Collett, Frank Walker and Mike King) and we have subsequently been joined by two Executive Directors in Doug Bannister as Chief Executive and Andrew Boustouler as Chief Financial Officer.

The main tasks for the Shadow Board have been the selection and appointment of Doug Bannister and the integration of the businesses of the Harbours and the Airport under a unified Executive and management structure. Work also continues on the

multi-faceted process of preparing the businesses for incorporation, which will be dependent upon a States vote later this year.

The Shadow Board aims to interact with all key stakeholders in this process and we like to think that our engagement with the St Helier Boat Owners' Association, led by Allan Smith, Margaret Llewellyn and Myra Shacklady, is a good example of constructive interaction.

On a personal note, as a boat owner and an Association member for some years, I know how valuable it is for all parties to have the representation of a large number of boat owners via such an effective interest group.

*Charles Clarke,
Chairman, Jersey Harbours & Airport Shadow Board.*

A Year with the New MDG

As your vice-chairman, along with the other interests I have in the marine industry and indeed on a personal boating level, I have found the Marine Development Group to progress into a very valuable tool in only 12 months. The MDG is part of the interaction that the Shadow Board have brought forward, as a way to collectively consult with the port users, the yacht clubs and boat owners association and meets once a quarter.

Allan Smith and Margaret Llewellyn from the Shadow Board sit on this group with Allan acting as chairman. Our first meeting was opened by Harbours putting all of their current ideas and plans on the table. This proved useful, not only to see the direction in their business, but also to understand the scale of any one project.

A case study

To pick one of the projects that harbours put forward and give you some idea of the input we get, I will talk about the La Collette Marina project, which the MDG group have seen from start to finish.

As the only 24 hour access marina in the Island and some 30 years old, it had become clear that repairing the pontoons was no longer cost-effective. Phil Dunn of Marina Projects UK that won the tender had already been in Jersey to give Harbours some ideas about replacement. The MDG worked closely with him to ensure we would get the full advantage of a brand new marina facility. Much detail was discussed throughout the process and Ray Hine, Harbours technical engineer played a key role when Phil Dunn was unable to attend.

Cont'd.

MDG cont'd:

The whole process came into its own, when all of the representatives organised a meeting with the berth holders, which provided MDG with valuable feedback to discuss with Marina Projects.

All of the MDG members were consulted all the way through the La Collette Marina project, even down to fender fixing and the type of cleats. The MDG really pushed for aluminium tracking, like the other marinas, but because of La Collette's position, it needs to be much more resilient to the force of the sea and so a steel structure had to be chosen.

It was this level of detail which made us all feel the meetings were valuable, as with projects of this size, you have to live with them for some time to come. The MDG hope that we have found a balance for the majority of owners in La Collette Marina.

What next?

There are many other sub projects that Harbours would like to explore (nothing as controversial as the flooding of the old harbour) and these will be consulted upon over time, which gives you, the boat owner, a say.

For the first time since the Elizabeth Marina opened, Harbours currently have 45 berths free, so MDG is now looking at the direct costs of boat ownership, comparisons with other marinas, plus of course the economy, to bring together a compelling case for boating in Jersey.

So I see that the MDG will have plenty to consider this year, with berthing costs, fuel prices and aiming to stop decline of our marine leisure industry and encourage growth.

*Nick Wood,
Vice-Chairman*

AGM Topics

Around seventy-five members attended the AGM on 6th December 2011 and this year we were joined by both the new C.E.O of the Harbours & Airport, Doug Bannister and Myra Shacklady, who is now the Commercial Director of both businesses.

Chairman's Report

Mike Stevens referred to the work of the Marine Leisure Growth Group & the new Marine Development Group, which included two members of the Shadow Board. He highlighted two projects approved, being the completed moorings replacement at South Pier and the start of work on new pontoons at La Collette and projects for further evaluation including removal of the link span bridge and pontoons on the end of South Pier.

The committee had been involved in consultations on the Island Plan and the new cycle track around the old harbours and had initiated discussions with the fuel companies over concerns about bio-diesel, achieving a positive outcome. A misunderstanding between WEB and Harbours, which led to 20 parking spaces at Elizabeth marina being removed, had been quickly resolved.

In conclusion, he highlighted the rising costs of boating and some 40 vacant berths in Elizabeth marina as matters of concern to be addressed.

Elections

The Officers and committee members were re-elected for a further term, together with Will Simpson, who filled a long standing committee vacancy.

Open Forum

MS introduced Doug Bannister, who gave a short speech, saying how impressed he was with the deep levels of interest shown by users of both facilities, which gave him & the team encouragement & confidence to work on making improvements.

Questions were put to Myra Shacklady (MSh), whose responses are shown in italics:

When will the capacity at no. 5 berth be doubled and adequate facilities for holding be provided? *This is down to the MDG, it won't be next year, but creation of H shaped pontoons is on the list of future projects for assessment.*

Any news on the development of La Folie & rumours of apartments with berths? *Expected to be mid range rather than luxury apartments and there will be no berths available in the area.*

Will the old pub be lost? *No, just the sheds, as the pub building is listed.*

What can be done to stop abuse of parking at St Helier marina, including some who are not owners? *Staff do record usage & operate a 3 strikes & out policy, suspending access cards. She will investigate non owners if details are provided.*

La Collette holding segregation is not working, as signs are small & only in English. French visitors are often seen using the holding area & vacant fingers. *MSh will look into this. MS added that the students in a dory improved the situation during the busy season & MSh confirmed that the trial had been successful & they would be back next summer.*

What can be done to create the planned fairway between the new South Pier mud berths & the dinghies? *An additional dinghy rack is to be installed & placing a pontoon by La Folie is being investigated.*

Can anything be salvaged of the La Collette pontoons? *Very little, as most have broken backs.*

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AGM cont'd:

Appreciation was expressed for the new gangway lighting at Elizabeth, but some pontoon fittings were loosening again, creating a tripping hazard. *Noted and also must advise that a problem with the junction boxes means the lights will have to be off for 16 days whilst repairs are carried out.*

When will compulsory third party insurance be introduced? *The law is still with the law draftsmen for re-working & then has to go back to the Privy Council. Unlikely to be ready before June 2012.*

How close is the law to legalise the yacht club ensign? *Not sure.*

What can be done about invoices from a trader, which included use of the hoist, that have been delayed & not itemised? *It is Harbours policy to invoice hoist use to traders, rather than owners, but happy to discuss the specific case privately.*

MS raised the issue of fee increases for 2012, saying that whilst there was no increase for parking, after the sharp rises over the last 3 years, drying moorings would again rise by 20% as required by the Minister. His personal view was that as the States were holding pay rises, fees should not be increased. *MSh said summaries of 2012 fees could be collected after the meeting. Elizabeth & St Helier marinas would go up 5.5% & La Collette 6.5%. Of the £200k to be paid in lieu of fuel duty, the fee increases would raise £70k & Harbours would find the rest internally. She referred to recent & planned capital investment, including Elizabeth lighting - £55k, Wi-Fi - £28k & South Pier moorings - £140k.*

How can the monthly parking permit increase from £15 to £50 be justified?

To bring them into line with the 3 year increases for annual permits.

Are there any plans to renew the mooring chains further up the old harbour? *Yes, but there are no funds in the 2012 budget, so it will be 2013. Harbours now have an annual programme & the pile of chain on South Pier is for Gorey replacement.*

Any news on improvements to the boat park? *The original budget was inadequate & has since been withdrawn by the Minister. Not much hope in the near term.*

Any news on the introduction of fuel duty? *Not at present, to which MS added that we won the battle, but not the war.*

Does diesel supplied in French marinas contain bio fuel? *PDD said his research suggested that the predominant source was standard road diesel, i.e. with up to 7% bio and, interestingly, there appeared to be no reports of problems.*

PDD

Notes from the Treasurer

Report for financial year to 31st October 2011

The deficit of Expenditure over Income was £156.46 due to the cost of a new supply of House flags (2010 surplus, £698.20).

Bank account balances totalled £7,257.80 (2010 £7,414.26).

General printing costs remained low once again due to the loan of photocopying facilities and the Spring Newsletter continues to be printed by Len Stevens' staff at Tillyards, our thanks to all concerned.

The sum of £900.00 was voted at the AGM last December to be split between the RNLI, Jersey Branch and CIAS. Letters of appreciation have been received from the respective Treasurers.

Membership

Numbers have fallen since the peak of 608, reached in 2010. During the last financial year there were 26 resignations, 25 unpaid subs and 20 new members bringing the final total as at 31st October 2011 to 577. Since then 13 new members have joined and 10 have resigned with 26 subs remaining unpaid. Hopefully these will be paid soon as we are always sorry to lose members.

I have a supply of new House flags which are available for sale at £10.00, please contact me.

Finally, please encourage new membership so that the Association has a strong representative voice when liaising with the Jersey Harbours, other States Departments and official bodies.

Membership forms can be printed from the 'Downloads' page on the Association's website, www.sthboa.co.uk. Subscriptions remain a bargain at £5 single or £8 joint.

Penny Hatter
tandp@localdial.com

Members' Discounts

Make the most of your membership by taking advantage of the discounts kindly offered by these local firms:-

By showing them your membership card, you can get a 10% discount on most chandlery and clothing from **Iron Stores Marine**.

Adding to your enjoyment of non-boating pursuits, **Allied Traders Catering & Swimming Pool Division** are also offering 10% discounts to members.

These are valuable benefits of membership of the Association, so do always carry your card – and tell your friends!

PDD

Inshore Safety (Jersey) Regulations 201-

Background

Back in 2004, the Red Tape Reform initiative led to a complete review of the 1969 Boat and Surf-riding (Control) Regulations. It was suggested that there were a number of rather rigid and bureaucratic Regulations but that far more people are out boating now than 40 years ago. Some safety issues were also not as well covered as they could be. Law Drafting time started in 2006 and it was decided that a completely new set of Regulations would be easier for all to understand, rather than to amend the existing ones.

Consultation

Jersey Harbours started consultation in 2008 so as to seek comment on the changes as they would particularly affect local small boat and beach activities. Some thirty local clubs, associations, businesses and individual charter vessel owners were contacted directly. The process provided useful feed-back. A number of issues were raised about insurance, the type of designations planned and the extent of the new requirement to report incidents. These matters were then clarified and the draft legislation modified.

When the draft was finally ready, it was raised again through Jersey Harbours Marine Leisure meetings and directly with the local kayak community and insurance brokers.

Some Key Elements in the Regulations

The Regulations are reduced from 41 to just 15.

Regulation 3 allows the Minister designate areas for particular sporting or recreational activities. This replaces the current situation where, for example dates and times between which surfing can take place, are laid down specifically in the Regulations. Temporary designations will be possible, to separate different types of water-borne activities during special events and competitions.

Designation notices will replace the restrictions in the current Regulations, such as those controlling speed within 200 yards of the shore and the restrictions on personal water craft at Les Ecrehous and Les Minquiers.

Surfboard registration comes to an end but insurance will remain compulsory.

Regulation 8 requires insurance of all boats over 3m in length (other than privately-used rowing boats, kayaks and canoes) and this removes the odd rule where speed boats up to 30 foot in length have to be insured at the moment but other larger boats don't!

Insurance requirements explicitly include boats involved in towing (such as water-skiing or banana rides), the hire of surfboards or the provision of tuition.

Annual re-registration of (JY-registered) speed boats and sailboards will no longer be necessary.

Regulation 10 extends the requirement in the Shipping Law to report serious incidents to include pleasure craft.

When will the Regulations come into force? – The States are due to debate them in May. If they are passed a notice will appear in the Jersey evening Post and they will then take effect one week later.

Once the Regulations are in force, what does it mean for me? - Much of the way things work now will remain, but some things will be simpler. Here are few essentials:

Identifying your boat - If it has to be registered, the name and any registration number Jersey Harbours may give you (such as the JY number) must be clearly marked on the boat.

If it does not have to be registered, boats over 3m should clearly have their owner's telephone number or name and address marked.

Insurance - If your boat has to be registered, it also has to have third party insurance cover. If you ride the surf with a surfboard, kite-surfer or something similar, it too must have third party insurance. A small body-board with no skeg remains the exception here.

Permits – these replace the licenses currently needed for anyone wanting to hire out jet skis, canoes or other boats or if they operate a passenger boat.

Registration - There will be no annual registration. The fee is a one-off £20. With the exception generally of kayaks and canoes, surfboards, rowing boats, boats under 3m long that cannot do more than 12 knots and tenders.

- When you buy or sell a boat you must register it with Jersey Harbours.

- If you own a JY speed boat and you have already registered it this year, you don't have to do anything.

- If you own a JY speed boat and have not registered it this year, you must do so but that will be the last time you have to until it is sold.

- Jetskis do more than 12 knots so they still have to be registered!

- Sailing dinghies and windsurfers generally can do more than 12 knots and are longer than 3m so they too will still have to be registered.

Reporting incidents – If a serious incident occurs, like a boat is sunk or someone is badly hurt, you must report it to the Harbour Master.

Speed and noise restrictions – these will mostly stay as they are, but may be altered if necessary.

How do I get more advice? – Send an e-mail to jerseyharbours@gov.je or go along to the Marine Leisure Office on the New North Quay.

*Piers Baker,
Registrar of Shipping*

Bits & Pieces

21st anniversary safety event

Some 70 members attended an entertaining and thought provoking talk by Leon Shaw at St Helier Yacht Club on 24th April. He demonstrated a wide range of safety equipment, stressed the importance of keeping life jackets and rafts in good condition and readily available and emphasised the importance of training the crew in the use of all safety equipment.

The demo was followed by a 'Vin d'Honneur' to mark the Association's 21st anniversary. Mike Stevens thanked South Pier Marine for sponsoring the demonstration and he commended the work of founder chairman, Don Filleul and his other predecessors. Finally Penny Hatter recited a celebratory 'ode' (which can be read on the website) and a collection raised £240, to be shared between the RNLI and CIAS.

Emergency distress alerting

The RYA website has a wealth of information on UK and international regulations for pleasure craft. Whilst these do not all legally apply to Jersey vessels some provide useful guidance for prudent skippers. One such is the Table of Guidelines for pleasure craft under 13.7m, which is available through this link: <http://tinyurl.com/bm9zdhx>.

Get the best out of the website

I'm sure most members regularly check our website for the latest news on the issues your committee is attending to, only to find that nothing has been added since you last looked. How frustrating is that?

There is an easy solution, by setting up an RSS (Really Simple Syndication) feed. If you use the Internet Explorer, or Firefox browser, go to our site, www.sthboa.co.uk and click on the RSS link, just below the 'Chairman's Welcome' (if you use the Chrome browser, you first need to install their 'RSS Feed Reader' from the Chrome Web Store). Then just follow the instructions to set up your feed and you will get an automatic update every time a new item is posted on the website – Really Simple! There are also apps available that get feeds straight to smartphones.

Red diesel in foreign waters

There have been some scary reports recently in the boating press about the spat between the UK and Belgium, with UK boaters being fined for carrying red diesel off the Belgian coast and we have also heard of spot checks on French inland waters. Whilst Jersey is outside the EU, and should not be affected, there is a risk that foreign officials may not recognise the distinction, so it's probably wise to follow the RYA advice to log all recent fuelling and carry your Jersey receipts as evidence.

PDD

Your Committee for 2012

If you have any harbour or marina related issues, please do let us know. Contact one of the officers, or any committee member, or use the 'Contact Us' page on the website.

We try to monitor the facilities regularly, but we can't be everywhere, so your feedback is important.

Also, don't forget, if you spot something untoward happening, do call Boat Watch on 01534 447705, which is manned twenty-four hours every day, including weekends.

Mike Stevens, Chairman Tel: 853233

“Dawn Lady II” French Harbour

Nick Wood, Vice-Chairman Tel: 07797 786877

Between Boats

Peter Donne Davis, Secretary Tel: 863765

“Midnight Blue” St Helier Marina

Penny Hatter, Treasurer/Members Tel: 482447

“Sundream” St Helier Marina

Martyn Anderson Tel: 735631

Between Boats

Phil Carter Tel: 629916

“April Rose” Elizabeth Marina

Bob de la Mare Tel: 759975

“Silver Tide” Elizabeth Marina

Kevin Hennelly Tel: 853179

“Indybar” St Helier Harbour

Peter Rose Tel: 483529

“La Rose Sauvage” Elizabeth Marina

Will Simpson Tel: 07797749250

“She'll Do II” La Collette Marina