



St Helier Boat Owners Association Newsletter - 2013



CHAIRMAN'S REMARKS

I hope by the time you read this we have entered into something that resembles summer. It seems as if winter has lasted forever.

The Marine Development Group have met several times recently and our message to them has not changed. Nick and I have constantly maintained that boating in Jersey is too expensive. I am pleased to say that a benchmarking exercise has taken place and we will know the outcome shortly. Doug Bannister has stated he wishes to give 'customers more value for their money'. That's not lower charges. We would sooner see the outcome the other way round, lower costs. I can report that the three members of the shadow board that sit on the Marine Development are supportive of giving the customer more value for money. We have at least managed a reduction to 10% on the intended 20% increase on drying berths for 2013. The bad news the other 10% will be imposed for 2014.

Since Mike Tait took on the role last August of Group Leisure Manager we have met with him on several occasions. He made it clear he would not promise the impossible but would, where feasible, try to meet our requests. I am pleased to report Mike has started to deliver and we are building a very positive working relationship.

At long last additional holding buoys have been positioned outside Elizabeth Marina.

Major work is expected to commence this October on St Helier Marina, to remove the old ferry ramp at No 5 berth and carry out repairs to the leaking marina walls. It is hoped that an additional 20 berths will be created within the marina. This should be completed by summer 2014.

Under the new Inshore Safety Regulations that came into force last June Jersey Harbours have started a cull of non-seaworthy craft. It is anticipated this will free up a number of berths.

I have recently had an update on the ongoing maintenance work to the Barraques. Work will shortly commence on replacing the remaining roofs, and painting should resume late summer. The hold up is due to pressure of work on TTS.

The biggest complaint I get is the lack of parking. I know from previous experience how members who use Elizabeth Marina feel. Myra was trying to negotiate a short-term deal for the use of the land next to the Radisson, as flats are no longer being considered on the area. However the price required made it totally impractical. To make the situation even worse we are informed we will shortly lose the over-spill gravel car park, which is used at weekends. Planning has just given consent for a new warehouse.

Staff role changes have taken place within the marinas. The hoist now operates seven days a week and when lifting is not possible due to tidal restrictions, staff will be utilised elsewhere. Hopefully this should allow better monitoring of La Collette marina.

If you have a dinghy on any of the dinghy pontoons make certain it is clearly named and no outboards are left fitted on it. The outboard can cause a lot of damage to other dinghies especially inflatables. Harbour staff will remove offending engines.

I am pleased to report that following media coverage the proposed cycle track which was to claim a considerable area of the slipways has been dropped by TTS. My thanks go to the many members who contacted me in support of the action we took.

Finally I can report that the Defibrillator, to which we contributed 25% of the cost, is now

housed behind the bar at St Helier Club. Notices of its location have been placed in the windows at South Pier Marine, DK Collins and at the St Helier Yacht Club. There is also one in our notice board on the quay. The others who kindly contributed were South Pier Marine 2008 Ltd. St Helier Yacht Club and the Port of Jersey. Staff at South Pier Marine and St Helier Yacht Club have been trained in its use along with Kevin Hennelly and myself. In an emergency it can be used by someone untrained. It talks to you and guides you through the process.

Happy Boating

Mike Stevens, Chairman



UPDATE YOUR CHARTS BEFORE YOU WISH YOU HAD!

Many of you will have noticed that Jersey Harbours have been out and about in recent years bringing many of the local navigational beacons & marks up to date & in line with current IALA standards. For example, anyone leaving St Helier via the Small Roads will notice that the Dogs Nest, once an unlit white beacon, has now become a Special mark, with appropriate yellow paintwork, a cross on top and a light; Grande Anquette & Petite Anquette have become cardinal marks instead of white beacons & one of them has acquired a flashing light; and if you enter Gorey Harbour after dark, it's no good looking up the hill for the red light to align with the pier head – its been replaced with a modern directional beam on the pier head! It sounds like time to buy some new charts.

If only it were that simple! A visit to the chandler reveals that most of the local charts have not been reprinted for several years; so you can spend your money on pristine new charts, but they still won't be right! The purpose of this article is therefore to list some of the more important changes affecting the waters around Jersey so the reader can be aware of the shortcomings of his existing charts and be better prepared when a navigational challenge arises such as a night passage, or poor visibility. *However, please note that this list is not complete or comprehensive, and that neither the author nor*

St H BOA can take responsibility for any inaccuracies (although every effort has been made to provide good information). The intention is to alert you to the need to update charts and to give a flavour of the scope of the changes. Its probably well worth buying a new chart to mark up the various corrections, as they will stand out much better than on the old one you have been scribbling on for the last few seasons. And don't forget that your digital chart on the chart plotter won't update itself either, so having a corrected paper chart on board is really not such a bad idea.

(Chart suppliers will usually supply free of charge a comprehensive list of corrections since publication. For example the Admiralty Leisure Chart corrections can be obtained from their website at www.ukho.gov.uk. This is the most reliable way of obtaining comprehensive & up to date information)

So here goes with some of the things that have changed – they are all worth knowing about:-

The Dogs Nest Beacon on the East side of the St Helier Small Roads, (previously a plain unlit white beacon), has become a Special Mark, yellow lit with a yellow cross on top, & with a yellow light flashing every 3 secs.

La Conchière Beacon (Jersey South East coast) has become a South Cardinal, yellow & black, with a white light which flashes Quick 6 times followed by a Long Flash (previously a plain beacon with a C on top, unlit).

Petite Anquette Beacon (Jersey East Coast) has become South Cardinal beacon, with usual two downward facing cones & yellow & black paint. (Previously yellow with the mark PA on top)

Grande Anquette Beacon (formerly yellow with a ball on top) is now a West Cardinal with the usual top marks & yellow & black paint. It has also acquired a light, Flashing Very Quick 9 times every 10 secs.

Le Fara Beacon (St Catherine's Bay) has acquired a light, and so is now an East Cardinal beacon with Quick Flashing white light 3 times every 10secs.

The **Ecreviere South Cardinal light buoy** (S.E. of Les Ecrehou) remains in place but no longer has a fog signal (bell).

There used to be a seasonal West Cardinal buoy (Summer months) at **La Frouquie** rock just North West of Corbière Lighthouse. Please delete it – it has gone.

The **Gorey Harbour leading lights** no longer involve aligning occulting red & green lights up the hill and down on the pier head. Instead look for a directional light on the pier head, showing White when you are on the leading line, Red when you are South of the line and Green when you are North of it.

Platte Rock Beacon (just SW of St Aubin's Castle) has become an East Cardinal, black yellow & black with the standard cones on top, instead of being a plain beacon.

Recif Le Coq Beacon (Minquiers, East) has become an East Cardinal, black yellow & black, with a Quick Flashing white light 3 times every 10 secs. It used to be a red & white beacon, unlit.

The **North West Minquiers Buoy** remains a North cardinal light buoy but the fog signal is now a whistle

Its perhaps worth a thought how this might affect any one of us who might be returning to St Helier one evening this summer, slightly late & weary from a great day out at Les Ecrehou. The light is rapidly fading & there is a bit of a swell so it's not so easy to count the flashes on a lit buoy or beacon. Of course we have not updated our charts, so we are going to encounter at least two unexpected lights. First, the new light at Grande Anquette (or is it the Violet Fairway Buoy?) and then at La Conchière - but no, it must be the Canger Rock buoy so lets pass to the North of it. It's late and dark, everyone is tired, no one checks the flashing sequence. After all, its obvious what that light is. An easy mistake, but – look at the chart - it would really spoil your day!

The moral of the story is pretty simple. Update your paper charts before you wish you had and make sure they are on the boat when you do actually need them !

Will Simpson

SOME THOUGHTS ON VISITS TO LES ECREHOU & LES MINQUIERS

We think it is worth reproducing in full, below, the Permanent Notice to Mariners issued by Port of Jersey in January 2013 relating to Les Ecrehou: -

“PERMANENT NOTICE TO MARINERS LES ECREHOU REEF

During recent boating seasons there have been many rescues of visitors to Les Ecrehous, some minor, but one that almost had fatal consequences. Without question the prime cause of these incidents is the misjudgement of the strength and direction of the tidal streams flowing around the islands. This has meant people being carried away attempting to return to their boats whilst swimming or using a dinghy which is overloaded or under-powered. With more visitors choosing to visit Les Ecrehou we wish to raise the awareness of the dangers of the very strong tidal streams, and the need for individual boat owners to adopt a more cautious and responsible attitude when coming ashore and returning to their vessels. Whilst there might be somebody to rescue you, there are times when you are on your own and must use good judgement and seamanship to avoid a situation that might develop into a tragic accident. Always check your dinghy and its equipment, the weather forecast and have a good understanding of the tidal streams to guarantee you have an enjoyable experience”

SPEED LIMITS

It also seems timely to remind everyone about speed restrictions on these areas. The States of Jersey Ramsar Management Plan for Les Ecrehou issued in February 2012 reminds us about speed limits:

“The speed of jet skis and other similar craft are restricted to five knots in any waters in Les Écréhrou that are ten metres or less chart datum”.

The equivalent Ramsar Management Plan for Les Minquiers issued in February 2012 reminds us of similar speed restrictions there: -

The speed of jet skis and other similar craft is restricted to five knots in any waters in Les Minquiers that are five metres on less chart datum.

Quite apart from the obvious environmental reasons for these restrictions, they also make good sense for a safety perspective. These areas are not well charted, and there are shallow, unmarked rocks everywhere, any one of which will bring a speeding vessel to a very violent halt.

In brief, the message is No High Speed Boating, No Water-skiing, & No Speeding Jet Skis in these areas.

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AGM TOPICS

Some 50 members attended the AGM on 10 December 2012, and we were joined by Myra Shacklady, Commercial Director & Barry Goldman, Chief Operating Officer – Maritime, from Port of Jersey. Apart from the routine agenda items, (e.g. Chairman’s & Treasurer’s reports, Election of Officers & Auditor, Subscriptions, Donations etc.) there was an Open Forum which brought a number of issues to the fore including: -

- The proposals to remove the ramp adjacent to St Helier Marine & No 5 berth.
- The steeply increasing cost of moorings, especially the mud berths, which inspired some lively discussion.
- The monitoring of unused & unseaworthy craft, and the need to evidence that they are properly insured.
- The improved visibility of marina staff following initiatives introduced by Mr. Mike Tait, Group Leisure manager at Jersey Marina.

- Issues affecting Elizabeth Marina, including parking, car park lighting, the tidal gauge, and drying berth arrangements.
- Abuse of the holding pontoon at La Collette.

This list is not exhaustive, but full details of the Open Forum, and of routine AGM business are included in the draft AGM minutes available on the STHBOA Website: -

www.sthboa.co.uk/

WS

DEFIBRILATORS

As mentioned elsewhere in this Newsletter, the Association has recently contributed to the cost of installing a new defibrillator at the St Helier Yacht Club, There are actually defibrillators all over the island, in fact 131 at a recent count, and as you are only ever likely to want to know where they are located in an emergency, it’s a good idea to familiarize yourself with where they are likely to be located.

The quick answer is that you will find a defibrillator in St Helier in almost all big offices – be they banks, accountants, lawyers, or financial institutions. This also includes public offices, such as the Harbour Office, the Royal Court, the Police Station, the Tourism Office, the States Greffe, the Social Security & TTS offices and so on. Out in the parishes, there is a defibrillator in every parish hall, most community centres, most sports clubs & centres, many schools, and large institutions such as Durrell, the JEP offices, the Airport, Jersey Electricity, Jersey Post, and of course at Medical Centres. In short, you are never likely to be very far from one, and as speed will be of the essence, it is helpful to know where they are likely to be located.

A full list of all defibrillators on the island can be found at: -

<http://www.jerseycardiologist.com/library/News/>

WS

EXPLORING THE RHINE

Last summer former Association Chairman, Peter Pitcher and his wife Gill, fulfilled a long-held ambition to cruise the Rhine in their Broom 425, 'Seawolf'.

Starting from their winter mooring at Gicom in Ketelhaven, Flevoland, Holland in early May, they joined the Rhine via the Ijssel & the Pannerdens kanaal near De Bijland (863) and then pushed the stream all the way south to Basel (169.5). Here Peter obtained the important evidence from the Swiss Customs to prove that they had left the EU (Seawolf, being Jersey registered, becomes liable for VAT if she stays in the EU for more than 18 months).

On the return trip they took a diversion from Strasbourg to Koblenz via the Marne Rhine Canal, the Canal des Houilleres de la Sarre and the rivers Saar and Mosel and finally arrived back at Ketelhaven on 25th August, having clocked some 1,800 kilometres (970 nautical miles).

Peter's detailed log of the journey, including restaurant & sight-seeing recommendations, is available to browse via the Association website. Note the blue skies in the photos – the Rhine clearly missed the rain that marred the season for those of us further west!

The following is a list of useful tips from their experience, many of which also apply when cruising other busy commercial rivers, such as the Seine.

Peter Donne Davis

IMPORTANT INFORMATION:-

We could not find any really useful information on the German Rhine and Moselle in English and had to rely on the "Der Rhein" and the "Die Mosel" by Manfred Fenzl which were in German (a language we don't speak) but nevertheless found the information contained therein easily understood and essential to the journey. A German dictionary is essential.

Take plenty of cash. We found credit cards were not regularly acceptable at marinas and supermarkets.

Obey the red and green river markers completely. Do not cut any corners.

Useful tip when progressing the rivers and canals is to find a barge going at your speed and tuck in behind. It will give you the best course through the river and also the locks will open for them which will save you waiting.

In the locks do not move until the barge ahead of you is clear, as the turbulence of their engines can create quite a disturbance in the lock and you are pushed from side to side – wait until the barge is clear.

When entering harbours/yacht clubs be very careful as to depth (several are very shallow) and especially be careful of cross currents, always enter from down river.

A copy of the Euro regs, especially the charts showing the various signs so that you have instant recognition.

The locks on the canalised Rhine all have floating bollards making them very easy to attach to and stay firm whilst the locks are filling and emptying, we found it best to work on the middle cleat.

The locks on the canals and especially the Moselle have fixed bollards and thus long ropes are very necessary or the ability to work your way down the lock changing ropes as you go.

If following the book *Der Rhein* be very wary where you see the light blue as this indicates shallow water and in some cases very shallow, such as the moorings at Weisweil yacht club.

In Germany most of the stays in the smaller towns were in private yacht clubs, all were very efficient and most had a big sign saying "Gaste" which was always well marked and gave a clear indication of where to moor because often they were unmanned, except at weekends. They were all friendly and all had good electric and water.

In the private yacht clubs which were all security gated you would usually find a box on the wall with either a key or the code, whichever was appropriate, and an envelope in which to put your money, a very helpful system.

We were lucky that our Broom 425 had very wide side decks, this passage would be very difficult for a boat with narrow side decks as you often had to go up and down the side for locks.

Be very careful with the signage on the river as sometimes the arrows which are "no entry" look as though that is where you should be pointing, check and double check your signage.

Peter Pitcher

NOTES FROM THE TREASURER

REPORT FOR FINANCIAL YEAR ENDED 31ST OCTOBER 2012

The deficit of Expenditure over Income was £55.51 due to the cost of the Sea Safety evening/21st Anniversary Vin d'Honneur. (2011 £156.46).

Bank account balances totalled £7,202.29 (2011 £7,257.80).

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 increased sum of £950.00 was voted for 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 are still falling since the peak of 608 in 2010. During the last financial year there were 17 resignations and 21 new members bringing the final total to 581 as at 31st October 2012.

Since that date eight members have joined and regrettably 18 have resigned with 17 subs outstanding. Hopefully these will be paid, as we are always sorry to lose members.

So please encourage new membership to ensure that this Association has a strong representative voice when liaising with the Jersey Harbours, other States Departments and official bodies. Membership forms may also be downloaded from our website - www.sthboa.co.uk - Subscriptions remain a bargain at £5 single or £8 joint.

SEA SAFETY EVENING

We held our second Sea Safety evening on 24th April followed by a Vin d'Honneur to mark our 21st Anniversary when nearly all the past Chairmen were present. Many, many, thanks to Leon who once again put on an informative and lively presentation to a large audience and Bob

and Nick Wood from South Pier Marine who put the evening together and also paid for the 'mail shot' to inform the membership.

We rattled buckets and raised an amazing £240.00, which was split between the local RNLI and CIAS.

FINALLY..... I have decided to stand down at the AGM in December 2013 after 10 years and the Committee will be looking for a replacement soon.

NOTE - I trust you like the new style membership cards which fit into your wallets/purses neatly and I have a supply of new House flags which are available for sale at £10.00, please contact me.

Penny Hatter

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## BITS & PIECES

### SARK ROWING RACE

The annual Sark to Jersey rowing race occurs on 22 June 2013, and the Organising Committee are once again looking for volunteers to assist in providing guard boats, ideally motor boats of 6 metres or above. Every rowing crew needs a guard boat - and in fact they can't take part without one. It's a fantastic event and great fun to be involved with. (Also, the rowers will pay the fuel costs.) .

If you are able to assist, or want more details, please email [jerseyrowingclub@hotmail.com](mailto:jerseyrowingclub@hotmail.com) .

The Organising Committee also asked us to publish a big Thank You to all the members who have supported this event in the past!

### REFUELLING WITH CARE - WHAT TO DO AND WHAT NOT TO

When you are refueling your boat, it is all too easy to allow drips to fall into the sea, either from the nozzle, from blowback, or from the overflow vent on your tank, usually located on the side of the hull. Such spills are usually very small in size, but the effects are cumulative,

especially as they tend to occur in concentrated areas (e.g. around the fuelling berth). The results are toxic to fish and to many other species, and are believed to interfere with their reproduction, growth and feeding, even in low concentrations. Eventually these toxins can accumulate in the food chain and may even find their way into humans.

With this in mind, here are some thoughts on how to manage the problem.

1. Many fuel suppliers are now using an absorbent, doughnut-shaped collar fitted to the fuel nozzle. The idea is that the collar is designed to catch drips & splashes coming off the nozzle, and they have been treated chemically to keep hold of the hydrocarbons. They also obviously help to raise awareness among recreational boaters, which is perhaps half the battle. Some suppliers are handing these out to boat owners.
2. Don't put washing up liquid on a spill, contrary to popular belief. If you do accidentally spill some fuel or oil, the worst thing you can do is to add washing up liquid to the problem. Detergent breaks down the fuel into smaller particles, which actually exacerbates the problem because the small particles become available to fish and other aquatic life. Furthermore, detergent acts as an accelerator of algal blooms, which in turn cause a loss of oxygen & the death of aquatic life.
3. Take your time and refuel carefully; don't top your tank right up to the hilt, leave some room for expansion; keep an eye on the fuel vents and have a cloth ready for any leakage.

*With acknowledgement to the RYA Magazine's article "Careful Fuelling" Winter 2012.*

## **COUNTERFEIT CHARTS**

The RYA and others are becoming concerned that not all the charts offered for sale are genuine. Forgeries are becoming more common, and clearly there is a greater risk of this if you place your order without first seeing the goods. An obvious case in point is when cheap charts are offered online from a previously unknown source.

This is not to say that there are not a great many perfectly reputable and safe online suppliers, but if you are not sure, it's a good argument for a direct purchase from the chandler. However if you do make a purchase online and the chart does not look quite like the normal product, be on your guard as it may indeed turn out to not be the real thing.

## **DISPOSING OF OLD BATTERIES**

We have received reports from local environmental sources that old boat batteries have been found dumped in St Aubins Bay. An old battery is a truly toxic item, containing both acid & lead and will cause great damage to the delicate marine ecosystem.

There are facilities at Bellozanne for the safe disposal & recycling of old batteries. The Association strongly urges you to dispose of your old batteries responsibly, and never to get rid of them at sea.

## **2013 JERSEY CRUISING GUIDE – AMENDMENT**

Port of Jersey have recently pointed out that the times of Sunset and Sunrise on page 30 of the 2013 Jersey Cruising Guide, have been adjusted to reflect BST between 31 March and 27 October and are not all in GMT as indicated. Tide times are in GMT throughout the year and are correctly annotated.

## YOUR COMMITTEE FOR 2013

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 2" French Harbour



**Nick Wood, Vice Chairman**

Tel: 07797 786877

"Crunchi" St Helier Harbour



**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

## 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 always carry your card – and tell your friends.*