



# St Helier Boat Owners Association Newsletter - 2015



We are grateful to TILLYARD, Chartered Quantity Surveyors & Project Managers of St Helier, who have printed this newsletter free of charge.

## CHAIRMAN'S REPORT

By the time you read this report, the 2015 Jersey Boat Show will have taken place and we will be into the swing of the summer season.

Last year I reported on our concerns about the rusting of the piles in Elizabeth Marina. Well, I am pleased to say that at last rectification work is about to commence. Under-water work is to commence this month with divers fitting anodes to all piles, & this process will go on for some time. Then the second stage will be to fit a brush between the pile and the pontoon. As the pontoon rises and drops with the tide the brush rises with the pontoon cleaning the pile & hopefully preventing the blistering. The piles will be cleaned prior to the brushes being fitted. This will be tried on a couple of piles first to make certain the process works. The system is in use in some UK marinas.

The new number 4 and 5 berth looks very impressive. Marina staff will monitor the area closely to ensure visitors don't stay there for their entire trip. Electricity has been supplied and following connection the power will cut out after one hour. Concerns were put around that local craft would not be permitted to hold on this facility but Mike Tait has asked me to dispel this rumour. I am also pleased to report one additional seasonal staff member is to be employed and staff will be on duty until 2200 hrs. on days when when the tide is such that there will be a inrush of vessel movements into the marina.

The 24/7 fuel barge currently moored between South Pier and the New North Quay is under new ownership and there is a possibility that it will be repositioned, leaving more freeway in and out of the old harbour.

I have confirmation that work is about to start on the IALA lights that will be located at the end of Elizabeth Quay. This will enable craft coming out of the Elizabeth marina to have clear visibility of the lights indicating the movements of commercial craft. Once operational, the amber light that we are so used to at VTS will no longer be operative.

Work on the refurbishment of Jersey Coast Guard's base at Maritime House is progressing well and they should be back in the building by the end of September. Currently they operate from the Victoria Pier next to VTS, who will also move to Maritime House once the work is complete.

Consultation regarding the changes to the Gorey Approach lights has been completed with little comment. The modifications should be carried out by the last quarter of the year.

Following the temporary repairs carried out to the Elizabeth gate a few months back, the full repairs will be carried out during May. A suitable window will be chosen and refurbishment of the gate will done later in the year.

I am certain you are aware that our new Harbour Master, Phil Buckley, took the helm in December. The most obvious change is the significant reduction of Notice to Mariners, Directions and Regulations. I guess Barry Goldman must have completed them all before he retired! Phil is a really nice chap and we wish him a happy time in the post.

Dinghy holders, I put out a plea to you all, please look after your dinghy. There have been dinghies that have been full of water on pontoons all winter. We can't expect marina staff to be doing

the job for you. You have a responsibility to check on them on a regular basis. If you do not want your dinghy, please speak to Mike Tait at Jersey Marinas and he will take it off your hands, paint it red and turn it into a general use dinghy.

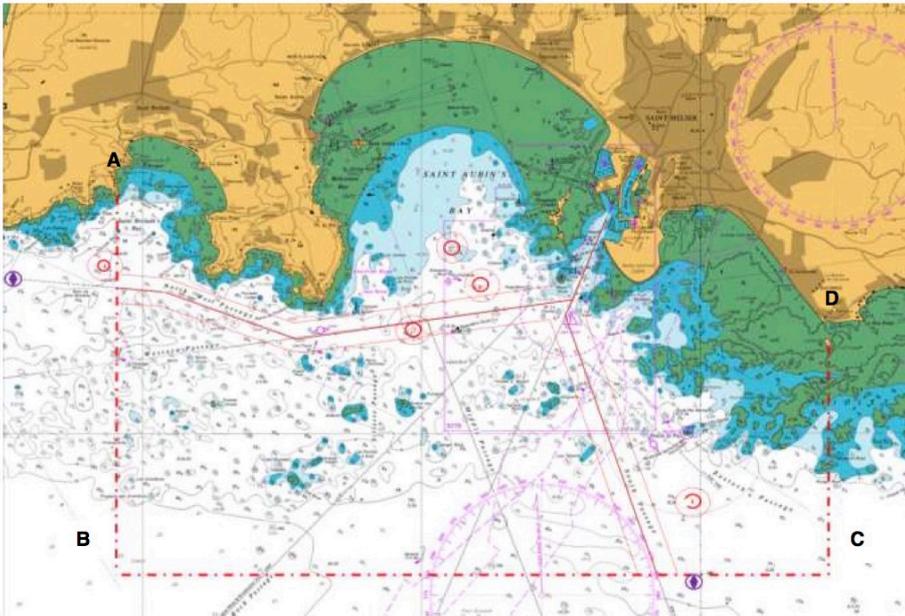
Finally regarding Incorporation, your committee has met twice with Myra Shacklady and Frank Walker MBE, who is a member of the Shadow Board. We have been assured that marina and mooring fees will not increase by more than RPI.

I have also met with Scrutiny along with other clubs and associations, which was a very interesting meeting. Following those meetings we invited Port of Jersey to contribute to this newsletter and the resulting article by Myra Shacklady appears on Page 5.

I hope you all have a very enjoyable boat season.

*Mike Stevens, Chairman*

**ST HELIER HARBOUR**



ST HELIER HARBOUR LIMITS

**ST HELIER PORT LIMITS**

- A 49° 10.70'N 002° 12.28'W - Headland east of Beauport Bay (Les Jeteuses on O/S Maps)
- B 49° 08.00'N 002° 12.28'W
- C 49° 08.00'N 002° 04.60'W
- D 49° 09.60'N 002° 04.60'W - Green Island (La Motte)



ST HELIER 5 KNOT SPEED LIMIT AREA

## GENERAL DIRECTIONS – A HIGH TIDE OF NEW AND UPDATED RULES THAT YOU NEED TO KNOW ABOUT.

As reported elsewhere, Barry Goldman stood down late in 2014 as Harbourmaster and Phil Buckley was appointed in his place. However, Mr. Goldman was not at all idle in his last few months, and his legacy remains with us in the form of a formidable list of General Directions (“GDs”) which he issued during October 2014, covering a wide range of topics and introducing or updating all sorts of rules, regulations, directions & recommendations. **All of these are expected to be understood & respected by you, the St Helier boat owner**, so the purpose of this article is to draw your attention to some of the more significant points. Several of them have surprised the writer, so you too may learn something new & useful!

No fewer than fourteen GDs were published in October 2014, covering the following topics: -

1. Harbour Regulations
2. Speed Limits
3. Diving & Swimming
4. Fishing Gear
5. Aquaculture
6. St Helier VTS
7. St Helier Traffic Signal Lights
8. Harbour Limits
9. Reporting Navigational Incidents
10. Laying of Moorings
11. Fishing Gear Causing and Obstruction or Danger
12. Control of Parking, Speed Restrictions
13. Restricted Visibility Procedures
14. Navigation in Approach Channels

Some of these may not be of immediate concern to the average recreational boat user, but others are very significant. This article does not attempt to comprehensively deal with all the issues raised in the GDs, but it does seek to highlight some of the ones that are likely to affect our members. *However, please note while every attempt has been made here to accurately interpret & reflect the content of these Directions, neither the author nor the SHBOA can take responsibility for any inaccuracies. Nor does this article provide a complete list of all topics covered*

*in the GDs, but rather the author’s selection of those likely, in his opinion, to affect the typical leisure boat owner. Readers should instead study the text of the original documents, which can be accessed on the Port of Jersey Website,*

<http://www.portofjersey.je/RegulationGuidance/Pages/GeneralDirections.aspx>

*and should rely on the information in these rather than on the content of this article.*

So here are some of the things covered in the GD’s that you might wish to be aware of.

### SPEED LIMITS & OTHER RESTRICTIONS (GD1, GD2, GD8)

GD1 is a general inshore regulation and states that in any Jersey harbour, a 5 knot speed limit applies and also that you should never exceed 5 knots when within 200 metres of the water’s edge in any bay. (The JEP has recently reported infringements of this last rule by Jet-Skis).

GD2 adds a general over-rider that when in harbour you should never go so fast that your wash may cause damage to adjacent property or vessels.

GD8 provides specific area details for each harbour (see more below)

Towing is only to be undertaken when there is a second person on board of suitable experience to keep watch on the tow (GD1).

There are additional rules relating to Private Water Craft (i.e. jet-skis and other craft that you ride *on* rather than sitting *in*) and for Vessels for Hire (GD1).

### ST HELIER HARBOUR LIMITS & ASSOCIATED RESTRICTIONS (GD8)

The top map opposite shows the surprising large area defined as the Port of St Helier, running from Beauport to Green Island. In this area there are specific restrictions on diving, swimming & laying moorings amongst other things. This area should not be confused with the even bigger St Helier VTS area (GD6) which was described in depth in last year’s Newsletter, in which you should listen out on Channel 14 VHF.

A smaller area, shown in the lower map on page 2, is the St Helier Harbour area in which the 5 knot speed restriction applies.

### **ST HELIER IALA TRAFFIC LIGHTS (GD7)**

GD7 deals with the three sets of IALA traffic lights at the pier-head beside the VTS Tower at the entrance to the harbour, and how they control entrance & exit to the harbour. This is a matter so fundamental that we make no apology for spelling out the rules here. All leisure boat owners must ensure that they understand these, and yet we have all too often seen boats that are 'shooting the lights'.

- Three Green lights means **"You are clear to enter"**.
- Three Red lights means **"Do not enter"**.
- Three Red *Flashing* Lights means **"Stop – Emergency within the Port"**
- Two Green Lights plus a White Light below means **"Two Way Traffic"**

However when there is a flashing yellow light above the traffic lights, small power driven craft (25m or less) may ignore the signals.

### **ST HELIER APPROACHES (GD14)**

Leisure vessels should keep well away from commercial vessels in the approach channels.

Specifically the approach inwards from East Rock is designated as a 'Narrow Channel' for the purposes of COLREGS Rule 9, (i.e. larger vessels must keep to their starboard side of the channel) and *vessels of 20m or less, & sailing vessels, must not impede the passage of larger vessels that can only navigate safely within the narrow channel.*

#### *Vessels Under Sail :-*

Note that this is one of the areas where the old adage that sail has precedence over motor most certainly does NOT apply. Vessels under sail but fitted with a working motor must use it if this is necessary to comply with Rule 9; if they do not have a working motor & cannot otherwise comply, then they should not enter the approaches inshore from East Rock without first

contacting VTS on Ch. 14, for guidance and/or assistance

### **ST HELIER HARBOUR RESTRICTED VISIBILITY PROCEDURES (GD13) – FOG**

Restricted Visibility Procedures are implemented in St Helier harbour when visibility is 500 metres or less and will be advised on Ch. 14 VHF. Only one commercial vessel will be allowed to move at a time. Any other incoming commercial traffic must wait outside the Hinguette or Ruaudiere buoys.

Movement of leisure craft in the vicinity of commercial traffic will be controlled by St Helier VTS on Ch14 and via the IALA traffic lights.

*If visibility falls to 100m or less, no vessel will be given clearance to enter or leave the harbour.*

### **ST HELIER RESTRICTIONS FOR LAND TRAFFIC (GD12)**

Unusually for a marine direction, this relates to land-based motor vehicles, and lists a number of restrictions & instructions such as parking specific to certain areas in the harbour.

As a general rule any road within the Port of Jersey jurisdiction has a *20mph speed limit*, apart from some exceptions that have slower speed limits.

### **OTHER JERSEY HARBOURS (GD8)**

GD8 provides detailed specific information including maps & diagrams illustrating port & harbour limits & associated restrictions for La Rocque, Gorey, St Catherines, Rozel, Bouley Bay, Bonne Nuit, Greve de Lecq, St Brelade, St Aubins, Les Ecrehou & the Minquiers (as well as St Helier).

### **OTHER GD's**

There are other directions which are probably less relevant to the average St Helier boat owner, but if you plan to sail near the oyster beds you should study Aquaculture (GD5); and if you are likely to engage in serious fishing, or to have divers or swimmers in the water, you need to be aware of GDs 3,4 & 11 while GD12 covers the laying of moorings.

In conclusion, there is a lot of information about the rules & regulations within the text of these GDs, and indeed probably more than most of us can reliably absorb & retain. In the view of the author, boat owners would be well advised to print a copy of at least GD8 and keep it on board as it deals with so many of the local harbours that we all visit sooner or later. Arguably, if your chart locker is big enough, it may well be sensible to do the same with most of the other GDs too!

**Will Simpson**

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## **INCORPORATION**

**By MYRA SHACKLADY, COMMERCIAL DIRECTOR, PORT OF JERSEY**

As part of the planned proposal to incorporate Ports of Jersey, a series of meetings were organised in mid-2014 on behalf of Economic Development with key stakeholders among the Island's maritime and aviation community to discuss the plans and ensure that any questions or concerns were raised. The feedback received has been invaluable and has helped Ports of Jersey in shaping its final proposition, which is due to be debated by the States Assembly in mid-May 2015.

Face to face meetings and briefing sessions have subsequently been held between yacht clubs and boat owners associations with senior representatives from Ports of Jersey, led by its Group Commercial Director, Myra Shacklady and Shadow Board member Frank Walker OBE.

During these meetings reassurance was given that Ports of Jersey will continue to lend its full support to organisations in a similar manner that it does already today and following incorporation the Board of Directors intends to follow its current

approach and that no changes are foreseen in respect of arrangements.

To underline this commitment Ports of Jersey has agreed that the support it provides to these organisations forms an important element of its Strategic Business Plan, which, as its shareholder, must be approved by the States of Jersey on an annual basis. .

Furthermore, Ports of Jersey has also committed to expanding its Corporate Social Responsibility (CSR) programme and has already allocated an additional resource to oversee new initiatives, a key part of which will support the support for clubs, societies and associations. It should be our collective aim to establish a long-term and collaborative relationship to work together to ensure our shared objectives are achieved.

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## **NOTES FROM THE TREASURER**

We ended the last financial year (30.09.2014) with a surplus of £27.30, there being no exceptional expenditure during the year and a bank balance of £7,200.86. Donations of £475.00 were paid to both CIAS and RNLI. As usual, our thanks to Len Stevens of Tillyard for covering the printing costs of the Newsletter.

Membership at the end of the year was 528, but this has fallen since then and currently stands at 495. There were a number of resignations and also a number who did not pay their subscriptions and have been deleted from the database. If you know of people who have recently acquired boats then do please encourage them to join, as we aim to maintain a membership of over 500.

I am still endeavouring to update the database with Members' contact details (email addresses in particular) and their boat details. So far, 125 Members have responded so please do take time to complete the Membership form on the Association website and return it to me SOON!

Of those 125, the majority are happy to receive communications by email, making a saving in postal charges on this Newsletter mail-out of approximately £50. It's tough on Jersey Post, but such is life.

It would also be hugely helpful if all Members paid their subscription by standing order, thus improving efficiency, increasing the expected life-span of the Treasurer and further reducing postal costs, so there is a mandate form (on the Association Website) for those who traditionally pay cash and might feel able to change to standing order.

House flags and stickers are still available at £10.00 and 50 pence, respectively.

Happy Boating in 2015!

**Christine Gill,**

## TIDES AND THE LUNAR CYCLE

The biggest tides of the year occur in spring and autumn and this year there are high tides over 12 metres which, as local boat owners know, is not a phenomenon that occurs every year.

Spring tides occur every fortnight, at either full or new moon, the combination of the sun's and moon's gravitational pull creating a bulge of water on each side of the globe. As the earth spins it passes through the bulges, creating the high and low tides which are then considerably altered by local geographical and topographical conditions. In the open ocean, typical tidal ranges are 0.6 metres. The biggest tides occur near to the equinoxes when the sun is over the Equator.

However there are other interesting parts of the lunar cycle that affect tidal ranges which are not so commonly known. The moon's orbit is not circular, but slightly elliptical, which means that it's distance from the earth varies from a minimum of 356,376 kms (222,734 miles) to a maximum of 406,720 kms (254,200 miles). The closest approach is called perigee and the furthest is called apogee. These distances vary over the course of a lunar month (27.33 days) and also over a longer cyclic period of 18.6 years.

What we in Jersey call "Big Tides" are basically caused by:

- The time of year (solar influence)
- The phase of the moon (lunar influence)

The earth-moon distance when the moon is either full or new (lunar influence)

The highest spring occurs 24 to 48 hours after full or new moon, in other words there is a time lag. This year is notable because perigee happens to be synchronised with the new moon in the first few months of the year and with the full moon in the autumn. A simple table for 2015 clarifies this.

Full / New Date	Apogee Perigee Date	Distance Kms	Spring Tide Date	Highest Tide Metres	Range Metres
5 Mar (F)	5 Mar (A)	406,400	7 Mar	10.60	9.00
20 Mar (N)	19 Mar (P)	357,600	22 Mar	12.10	12.00
13 Sept (N)	14 Sept (A)	406,500	14 Sept	10.80	9.00
28 Sept (F)	29 Sept (P)	356,900	29 Sept	12.20	12.10

At the present time, we are also half-way through the 18.6 year lunar cycle, which has a further affect on the tilt of the Moon's orbital plane in relation to Earth's orbit around the sun and therefore on the tides. Oh dear - it is a fascinating subject and I have not yet got to grips with this part of the story. If anyone can help, and has any observations and improvements to make to my simplified version, they will be gratefully received! A very handy little website which gives perigee, apogee, full and new moon timings can be found at [www.fourmilab.ch](http://www.fourmilab.ch)

**Christine Gill**

Did You Know...?

A version of the pendulum clock that John Harrison (of longitude fame) designed 250 years ago has very recently been tested at The Royal Observatory at Greenwich and found to be accurate to within 5/8ths of a second in 100 days!

## AGM TOPICS

The AGM was held on 9 December 2014 at St Helier Yacht Club and was attended by some 70 members. Port of Jersey was represented by Myra Shacklady, Commercial Director, Phil Buckley, Harbourmaster & Mike Tait, Leisure Manager. The draft minutes are available on the Association website.

As usual the Chairman, Mike Stevens, delivered his report and the Treasurer, Christine Gill, reported that membership was now 538 (2012-555). She outlined salient feature in the

Association Accounts, which were approved by the meeting-

The Election of Officers followed and in particular Mike Stevens was re-elected as Chairman, along with Nick Wood as Vice Chairman, Peter Donne Davis as Secretary & Christine Gill as Treasurer.

In addition to the routine business, the meeting considered various other matters which included: -

- A lengthy discussion about subscriptions, prompted by a suggestion from the Treasurer that they might be increased. Ultimately the meeting voted to leave things as they are.
- A decision to donate £500 to RNLI & CI Air Search
- A Question & Answer session with Myra Shacklady & Mike Tait covering the Elizabeth tidal flow meter, problems with the tidal flow in Elizabeth Marina, the future of the amber light above the IALA traffic lights at the pier-head, the number of empty berths in the marinas, the dinghy pontoon, plans for power & water in the North end of the old harbour, staffing levels at the height of the season, & the demise of the idea of requiring boats to display insurance disks. This list of topics covered is not exhaustive, but the full details are spelled out in the draft minutes on the Association Website.

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## **BITS & PIECES**

### **GRANVILLE MARINA.**

Reports are reaching us that the visitor berths at Granville Marine have been changed. Much of the arm previously allocated to visitors is apparently now being let to full time local boats, and the visitors' berths seem to be moving to near the fuelling berth.

### **ST MALO – BASSIN VAUBAN MARINA**

Work is well underway on the re-designed marina in the Bassin Vauban. The plans show

that the new pontoons with fingers will be linked to the yacht club quay. Apparently the new design will accommodate more visitors' spaces, the pontoons are expected to be attached to the new piles by the end of May & power & water installation should be finished by the end of June, a little earlier than shown on the site plan. More details are on the Association website.

### **RYA "SAFE TRX" APP FOR SMARTPHONES**

RYA SafeTrx is a Smartphone App for both Android & Apple iOS devices (iPhone, iPad) that allows you to plan your journey on your Smartphone. Directly from your Smartphone you can enter your journey details and set off knowing that should you not return by the time given, your emergency contact will be alerted and advised to initiate appropriate action.

At face value this sounds like a really excellent innovation. However the system relies on mobile phone technology, and for most UK users who remain within the UK this presents no problems. The same will not necessarily be true for the average St H BOA member who is very likely to be sailing into French mobile phone territory. Responding to enquiries, the RYA have suggested that this should not present any technical difficulties, but it is possible that French roaming costs might make the system less attractive. If any St H BOA member has tried using the App. and has experience of what actually happens when roaming in French waters, we would be interested to hear from you.

### **75<sup>th</sup> COMMEMORATION OF THE ST MALO EVACUATION**

This year marks the 75<sup>th</sup> anniversary of evacuation of the British troops from Brittany & Normandy in 1940 when more than 20,000 men were brought home from St Malo in spite of a severe shortage of flotilla boats & other resources. It is being marked with a rally from Jersey to St Malo over the weekend of 13-14 June 2015. The event is being organized by Steve Pearl at the St Helier Yacht Club. Motorboats & sailing yachts are invited to sail to St Malo on Saturday 13 June to arrive in time for the evening reception. Details and application forms are being released as we go to press.

## YOUR COMMITTEE FOR 2015

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 Jersey Coastguard Boat Watch on 01534 447705, which is manned twenty-four hours every day, including weekends.



**Mike Stevens, Chairman**

Tel: 07797 711093

“Dawn Lady 2” French Harbour



**Nick Wood, Vice Chairman**

Tel: 07797 786877

“Coriolis” St Helier Harbour



**Peter Donne Davis, Secretary**

Tel: 863765

“Midnight Blue” St Helier Marina



**Christine Gill, Treasurer/Members**

Tel: 720882

“Trewyn” French Harbour



**Phil Carter**

Tel: 629916

“April Rose” La Collette Marina



**Matthew Clarke**

Tel: 07797 722754

“Lionheart” La Collette Marina



**Kevin Hennelly**

Tel: 853179

“Indybar” St Helier Harbour



**Peter Rose**

Tel: 483529

“La Rose Sauvage” Elizabeth Marina



**Will Simpson**

Tel: 07797 749250

“She'll Do II” La Collette Marina



**Vic Walker**

Tel: 509943

“Natasha Alexandra” French Harbour

## Members' Discounts

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

**Allied Traders** Catering & Swimming Pool Division no longer offer a 10% discounts to members but instead you may qualify for their 'Allied Traders Privilege Card' which gives a 10% discount.

**Iron Stores Marine** offer 10% discount on most Chandlery & clothing

**South Pier Marine** offers a discount of 10% on all purchases above £10

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

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