



St Helier Boat Owners Association Newsletter - 2011



Chairman's Remarks

It seems impossible that we are already approaching June, where has the year gone?

Revamp of South Pier moorings

After finding the first ground chain near the dinghy pontoon broken and beyond repair we then noticed the much larger ground chain further back was out of the mud and boats keels were sitting on it with the risk of sustaining keel damage.

A urgent meeting was arranged with Jersey harbour staff and they agreed the need to rectify the problem. Within days I attended a further meeting with Myra Shacklady along with Nick Wood and representatives of St Helier Yacht Club. It was agreed that to rectify the problem was quite a task and would be very costly so the decision was taken to relay the whole area with the four most northerly rows being on buoys like the area by Commercial Buildings.

I must congratulate everyone on the speed and effort that they put into this. Trant, the contractors, have been very easy to communicate with. I am pleased to be able to say this has been a real consultation exercise with some of our ideas being taken on board.

The smaller boats will have their own pontoon with short fingers, avoiding the need for any chains. The only criticism that we have received is regarding the very short notice that boat owners had to take up their chains. Well, the reason for that was simple, within two weeks of harbours being made aware of the problems, they had agreed to do the job. The contractors had a window to start on the 30th April. Space was available in the marinas to accommodate the boats. During the summer this would not be the case.

This coming winter it is intended to replace the pontoons in La Collette. Following this, boats from St Aubins will move to St Helier whilst dredging work is carried out. Then, to complete the work in hand, boats from Gorey will be moved to St. Helier for work to be carried out. We had a choice to do it

now or wait 18 months - not much of a decision to make!

The whole area should look much improved in the near future.

Parking Charges

Those who have parking permits for the marinas will have noticed a considerable increase in price from the 1st of May. Regrettably there is nothing we can do about this. This is the final increase of a three-year plan, which was drawn up by the Economic Development minister and signed off prior to us hearing about it. I believe they will shortly be considering further increases for 2012 onwards and we will certainly be making representations on the issue.

Barraques Renovation

I am constantly being asked why the work has stopped. I have been informed that due to the pressure of work that TTS has for their painters the Barraques are a sort of holiday job. They will fit it in when they can. If necessary the doors can be taken away and painted in the workshop and then returned. Brendan tells me they will be back on task later in the year.

Holding area La Collette

Signs are shortly to be put in place on the holding pontoon stating that boats up to 8m must moor on one side and over 8 on the other side. This will hopefully help the situation once the boats from South Pier return to their moorings. If you are moored on the wrong side you are likely to be pink ticketed, so be warned.

Marina Development Steering Group

The first meeting of the above group took place on the 3rd May at the Harbour Office. The Aim of the Group is *'to consult and work in partnership with the relevant stakeholders on marine leisure improvements and developments and to inform and influence the Draft Leisure Master Plan'*.

The recently appointed Shadow Board chaired by Charles Clark has nominated two board members to work with the steering group.

Alan Smith, who is well known to islanders as the previous head of the C. I. Cooperative Society, will chair the group. The second board member is Margaret Llewellyn. Margaret has a wealth of experience in commercial shipping. They are our link to the shadow board and I was certainly impressed with their initial views on the industry and how important our views are.

Your association representatives are Nick Wood and myself, with representatives from the yacht clubs and the Jersey Marine Traders. Captain Roy Bullen, retired Harbour Master, is an independent member on the group.

The first meeting was very much a get to know one another but Ray Hine from Harbours was given some quite tight time scales to report back to the group with some site investigations results. Not to be secretive about the meeting I hope following the next meeting which is arranged for mid July I will be able to put more insight on the website.

Jersey Boat Show

I was pleased to have the opportunity to attend several of the functions put on by Jersey Harbours as well as Barclays Wealth at the show. It is always a pleasure to meet the Royal Navy. Several of them informed me that the welcome and hospitality shown to them was first class and they are looking forward to returning in the future. In fact one young officer informed me the next leave he gets he will be coming back to Jersey for a holiday.

I do not know if the numbers who attended the show this year were as good as last year, but full credit to Jersey Harbours for putting a great weekend.

21st Anniversary

This year sees the 'coming of age' of the Association. Resulting from the difficulty the then harbour master had in dealing with an issue raised by me, as an individual, an inaugural meeting was held in July 1990; a steering committee was formed under the chairmanship of Don Filleul and 98 owners joined at a subscription of £5.00, which remains unchanged to this day – perhaps we could give the States some tips!

I think we can all be proud of the successful work of committees over the years, but I am disappointed that one of the original issues raised remains outstanding, namely the need for statutory third party insurance for all boats. It was included in the Inshore Safety Regulations, upon which we were consulted in 2008, but, since Myra's response at the AGM, I now hear it's delayed yet again!

Bon vent!

Miké Stevens, Chairman

Holding berths

New Arrangements

Unfortunately, as explained at the AGM, due to abuse by a minority of owners, Harbours have removed the low cost 3 day facility for use of the holding pontoons on 4/5 berths and La Collette yacht basin in their 2011 tariffs. However, Myra Shacklady has since agreed to some improvements put forward by the Committee:-

The free period for local boats is being increased from twelve hours to twenty-four hours, which will avoid the safety risk of moving a boat during the hours of darkness. There must be eighteen hours of absence before a new free twenty-four hours commences and any stay beyond twenty-four hours will incur the daily marina rate applicable for the size of boat. Secondly, as stated in the Chairman's Remarks, boats holding in La Collette are to be segregated, with those less than 8m on the inside and larger boats using the outside of the pontoon. Hopefully, these changes will improve the situation.

As we all know, the holding areas can become very congested and members are encouraged to use them considerately by rafting when possible, rather than taking up space on the woodwork and not remaining for unnecessarily long periods.

The problem is exacerbated by the fact that signs restricting La Collette to locals and separating arrivals from departures on 4/5 berths are regularly ignored by visitors.

Students in a Dory

Earlier this year we also put forward the idea of having a dory, run by a couple of students having been trained to the appropriate RYA Level 2, constantly on watch at the pier-heads during the peak season. We suggested their role could include welcoming visitors & directing them to the marina, or to hold on 4/5 berths, when the marina gate is closed; preventing visitors using the holding pontoon in La Collette, where we believe some stop overnight and escape payment; safety management of craft in the Small Roads during commercial movements and assisting the permanent staff in directing holding visitors to marina berths when the gate opens.

Given the tight States-imposed budgetary and headcount restrictions she has to work with, we are pleased say that Myra Shacklady has been able to take the idea on board and has earmarked some funding, so we can expect to see improved management in the peak season.

PDD

Biodiesel is Here!

As a result of UK implementation from 1st January this year of the apparently innocuous EU Directive 2009/30/EC, owners of diesel powered craft are facing potentially severe problems.

Background

The Directive introduces a requirement that all gas oil (commonly known as 'red diesel') marketed for use in off-road equipment and recreational craft in inland waters must contain no more than ten milligrams of sulphur per kilogram of fuel, effectively 'sulphur free', to ensure the reliable operation of pollutant emissions control systems.

For a while it seemed likely that UK fuel suppliers for sea-going vessels might simply apply red dye to road diesel, which has been 'sulphur free' for some years, rather than produce a specific new mix. The problem with road diesel being that it also contains up to 7% biodiesel. However, following pressure from the RYA and others, a number of outlets will be supplying 'sulphur free' red diesel with no bio content from UK coastal fuel berths.

The Jersey Position

Of course, as Jersey has no inland waterways, you might think that the Directive would not affect us, but things are never so simple in the Island. Firstly, one firm has the monopoly for importing fuel, which they then supply to the other brands, who in turn add the red dye duty free marker. Secondly, - you've guessed it – what they currently import is UK road diesel, complete with up to 7% biodiesel (British Standard EN 590).

So what's the problem?

It's not the direct effect of the Directive, as the reduction in sulphur should have no adverse impact, but rather the indirect consequence of the added biodiesel. Biodiesel is known to be more prone to bacterial contamination and it also has strong solvent and detergent properties, which can damage seals and pipes in older installations.

What should you do?

The following rather daunting advice has been gathered from the UK Department of Transport, the RYA and a local supplier:-

The oxidation stability of this fuel is poorer and over time oxidation can precipitate solids with potential to block filters in fuel systems. To minimise the likelihood of this occurring, it is recommended that users take particular care to

ensure a fuel turnover period of once every six months and, in any event, no longer than once every twelve months.

Bacterial growth can cause blockage of fuel filters and increased corrosion. Prolonged use of contaminated fuel could result in engine damage.

The risk of growth can be reduced by eliminating water from fuel tanks and conducting monthly checks that tanks remain free of water. Keeping the tank topped up to stop condensation gathering, especially in winter, is advised. The use of a biocide is another way to prevent the formation of a bug.

Users with older installations should examine sight gauges and pipework regularly. If there are signs of leakage they will need replacement.

The ideal solution

Of course, the best answer would be to have a supply of bio-free diesel available. We are advised that there may be a change to the supply situation shortly and any news will be posted on the website. In the meantime the Association will be lobbying the importer and we would suggest that concerned members also do so.

With thanks to Steve Huelin & the RYA

PDD

Bits & Pieces

Island Plan

The new Island Plan covering the next ten years is due for States debate in June. We were disappointed that our submission against the prohibition of any marina development outside St Helier was rejected. Shellfish farming and wind turbines are specifically permitted in the marine zone and, with the Island's proud maritime heritage, it seems incongruous to rule out new boating projects for the next ten years.

Parking Permits

It's important to display your permit to avoid a parking fine, but the way you display it is also important. When my wife was using her car, she used to leave our permit on the dashboard, until one windy day when, upon opening the car door, it blew out across the car park and into the marina – and the cost of replacement is a massive £57.75 + GST! So, if you use two cars, my advice is to laminate your permit and get an extra windscreen pouch from your garage, or keep it in a clear plastic bag with a weight behind it.

Cont'd

AGM Topics

Around one hundred members attended the AGM on 7th December 2010 and once again we welcomed Harbours' Commercial Director, Myra Shacklady, who responded to a variety of questions in the open forum.

Chairman's Report

Mike Stevens summarised issues arising during the year, including the freezing by the Economic Development Minister of the harbours' concept plans; on-going difficulties with use of the La Collette holding pontoon, resulting in the reduced three day fee being withdrawn for 2011 and he expressed concerns at the level of fee increases across the board for 2011. He said the imposition on Harbours of funding the cost of repairs to heritage piers was a serious matter that the committee would be taking up with politicians.

A further impact on fees was the deal Harbours had reached with Treasury to avoid fuel tax in 2011 and he noted that Guernsey had decided not to tax marine diesel for the same reasons that had been put to Treasury four years ago.

He highlighted the good work done on the South Pier dinghy pontoon and the Barraques, and said that Harbours were working on ideas for additional marina berths and also had asked the committee to join a working group to improve moorings in the old harbours.

He said that the Hon. Sec. had appeared at the Draft Island Plan examination and said he was disappointed that, despite strong support from the Harbour Master & others present, the inspectors had not accepted the need to include support for the marine leisure industry and had recommended retaining the effective prohibition of any marina development in the sea for the 10 year plan period.

Proposition

A proposition against any increase over 10% on mooring fees in the drying harbours was defeated.

Open Forum

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

Will the drop-off parking spaces lost to the Dandara development be returned? - *MSh said she had agreement for 12 traders spaces under Phase 1 & was trying to get a further 6 for owners.*

For how many years were payments in lieu of fuel tax to Treasury expected? - *the 2.5% added to 2011 fees would produce 60k of the £200k offered by Harbours, with the rest coming from other areas, however Treasury were now seeking £400k, which she was*

trying to reduce. For the future, she wished to establish users' views on the issue.

Surely fuel tax is a matter for the States, not Harbours? *MSh said that tax free fuel was considered important to support visitor business, which had been higher in 2010.*

MS said the three day rate on the holding berths had been useful, but he recognised there had been problems. He asked if they could be resolved, rather than the fees being increased to daily rates. - *MSh said the system had been abused, with some boats staying as long as a month and staffing constraints made policing difficult, however she was prepared to discuss the matter further.*

It was pointed out that a dive boat had occupied the La Collette holding berth continuously all summer and that use of all the holding pontoons was difficult - *plans were being worked on for a further holding pontoon on South Pier, hopefully in 2012.*

What could be done about French visitors using La Collette? - *when possible they were moved by staff & she was in discussion with the Committee about improvements to use of the holding pontoon.*

Could a 'No Fishing' notice be placed at the end of South Pier? - *MSh happy to do so, however MS pointed out that it was a long used spot for flounder angling.*

What is the situation with empty moorings? - *paying holders are allowed a maximum of one year to find a boat.*

Can something be done about small boats spaced out on La Collette holding pontoon? - *MS said the idea of reserving sections by size was being considered. MSh added that she did not have the staff to manage it at all times. The suggestion was made that more staff should get out of the office and into the dories.*

MS asked about the Inshore Safety legislation, which included compulsory 3rd party insurance. - *MSh confirmed that it had been rejected by the Privy Council due to inadequate information and was now not expected until July 2011.*

Is there any intention to bring back aspects of the concept plans for St Helier marina? - *the new Shadow Board would be considering this, together with a task-force of users.*

A comment made that the Shadow Board was far too expensive, was applauded.

What is the timescale for attending to the old harbours ground chains, which are becoming dangerous? - *within three years, but not in 2011. MS added that he wanted to see a proper job done by the task-force.*

Was the compounding effect of the 2.5% fuel tax 'surcharge' reasonable? - *the surcharge covered only a part of the payments to Treasury.*

Saint-Cast le Guildo

As a follow-up on our report on the new marina in last year's Newsletter, the new facilities block is now fully operational and very fine it is too. The Capitainerie has also moved in from the portacabins, which have become a chandlery and the car park has been tarmaced (so shoes off before stepping aboard!). With its location a few miles west of St Malo and 24/7 access, St Cast is bound to become a popular place to fly the new House Flag. More information is available on the Digimap website, www.digimap.gg/st_cast

Automatic Identification System (AIS)

The Digimap website also also contains a display of vessels in local waters using AIS. SOLAS Regulations require AIS to be fitted aboard all international voyaging ships with gross tonnage of 300 or more tons, and all passenger ships regardless of size. It is interesting to see an increasing number of pleasure vessels appearing on the chart, as AIS units are becoming more affordable.

They certainly provide a useful supplement to radar in collision avoidance, although, as the recent tragic accident between a ferry and a French fishing boat shows us, nothing is infallible.

Dog Rules Relaxed for Elizabeth Marina

In response to several requests, Harbours are to allow dogs to be taken on board boats in Elizabeth marina. This will be for a trial period until the end of September and they must be carried, or transported in a dog carrier.

New Pontoon Area Coming?

Some of the piles in St Helier Marina are in serious need of replacement, which will involve the expense of bringing in specialist pile-driving equipment from the UK. To make best use whilst it is here, plans are being developed for a pontoon area off the end of South Pier. This could provide some 40 finger berths, together with much needed additional holding space. No doubt the the scheme will have to pass appraisal by the new Marina Development Steering Group, but if all goes well and it gets the green light, works could commence early next year with completion in time for the 2012 season.

Don't Forget the Website

Go online to www.sthboa.co.uk for all the latest news, including minutes of Committee meetings and useful links.

PDD

Notes from the Treasurer

Report for financial year to 31st October 2010

The surplus of Income over Expenditure was £698.20 (2009 - £530.20). Bank account balances totalled £7,414.26 (2009 - £6,716.06)

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 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.

House Flags

As our former supplier was no longer able to produce our House Flags, I have had to source an alternative. This proved to be remarkably difficult, but after a couple of false starts, I am pleased to report that I now have a supply of new house flags. The good news is that they are available for sale at the original bargain price of £10.00. Please contact me to buy one.

Membership

Membership at 31/10/09 was 576. During the financial year there were 24 resignations (2 unpaid) and I received applications from 58 new members bringing the final total as at 31st October 2010 to 608. This was a personal milestone for me since becoming Hon. Treasurer in 2004, bringing the membership to over 600!

From 31/10/10 to date, 14 new members have joined, unfortunately 23 members have resigned and 29 subscriptions remain unpaid. Hopefully these will be paid soon as we are always sorry to lose members.

FINALLY.... please do encourage new members to join so that the Association has a strong representative voice when liaising with the Jersey Harbours and other States Departments. Clearly, looking at our number of members, there are still plenty of boat owners in the drying harbours and marinas of St Helier who have yet to join the Association. Membership application forms may be downloaded from the Association website, www.sthboa.co.uk

Subscriptions remain a bargain at £5 single or £8 joint, which can quickly be recovered by taking advantage of the membership discounts on the back page of this Newsletter.

PH

Members' Discounts

Regrettably, long time supporter, South Pier Marine, had to withdraw their members' discount last year, but you can still 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

Your Committee for 2011

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, call Boat Watch on 01534 447705, which is manned twenty-four hours every day.



Mike Stevens, Chairman

Tel: 853233

“Dawn Lady 2” French Harbour



Nick Wood, Vice Chairman

Tel: 07797 786877

“Corona” La Collette Marina



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

