



# St Helier Boat Owners Association

Minutes of a Committee Meeting held at St Helier Yacht Club on the 28<sup>th</sup> March 2019 at 1730.

Present:	P Carter (PC) P Donne Davis (PDD) G Gaudin (GG) M Peters (MP) P Rose (PR) N Wood (NW)	Action
1. Apologies	W Simpson (WS), M Clarke (MC). Absent, K Hennelly (KH), V Walker In the absence of WS, NW took the chair.	
2. Minutes	The minutes of the last meeting were approved & signed.	
3. Matters Arising	Drying pad – GG said he had checked around the old harbours & suggested the steam clock end would be the best place, with room for 3 boats including those with single keels on spring tides. He also said there was a serviceable pad in St Aubins harbour, but it was covered in mud, which could be cleared. These suggestions would be passed on by WS.  Honorary Members – PDD reported that there were 2 honorary members, however the Constitution did not provide for such election.	WS
4. Chairman's Report	NW read a report from WS as follows (with comments in normal type):  <i>The majority of the points raised in this report derive from my recent attendance at the March MDG meeting, (also attended by Nick) and others arise from discussions &amp; correspondence with Marina staff and with association members.</i>  <i>1. The Waterfront Master Plan is apparently being re-written from scratch. The Harbour Master plan will probably be released in the near future as they cannot wait forever!</i>  <i>2. St Helier Marina – the delays are purely down to the CICRA situation and not due to the delayed Harbour Master plan as above. Work on the project is expected to commence this autumn and there will be opportunities for consultation in the interim. As regards design, the feedback from berth-holders has predominantly favoured one specific solution (but they were not saying which!). NW said he understood that “Do maximum, Option 1” was the favourite.</i>  <i>3. Albert Pier will shortly be the subject of a feasibility study to ascertain what can be done to use it to accommodate larger vessels (non-commercial). It is also the site which will accommodate seaplanes if any (see below). NW said that a Marine Traders working party had submitted ideas for a pontoon along the length of Alberts pier, with fingers for the 18m+ boats from Elizabeth marina &amp; a seaplane mooring</i>	

(if needed) at the south end. The vedettes would use Elizabeth harbour, with passengers using existing customs & passport control & fingers added to the pontoon in Elizabeth would provide for more 12m boats.

*4. In the UK a so-called IPB code (? -I may not have got the name right) is being implemented for all vessels including leisure craft. Jersey is expecting to follow suit. The effect of the code is that whenever a boat is being operated "for commercial gain" it must meet the code. The requirements vary depending on how far from the harbour you are operating. Up to 500 metres there are almost no requirements. Above this to 1000 metres rules kick in re using lifejackets etc and the further out you go the more the rules ramp up.*

*The point is that any private boat being taken by the boatyard to the crane is operating "for commercial gain". Ditto a boat going on a sea trial for a potential buyer – even if this is being done privately by the owner. Or going fishing with paying passengers. Moreover, there doesn't necessarily have to be any exchange of money – just the opportunity of commercial gain. In such circumstances a certificate will need to be issued to certify compliance and this has to be signed by the boat owner among others. We need to keep this under review.*

*5. It seems that we will not see seaplanes operating in St. Helier Harbour in 2019, but this does not mean they have gone away. However it is clear that there is an enormous amount of work to do by the operator before any service can commence, and not a lot of evidence of the airline moving forward to progress this; for example, planning permissions, design issues, arranging funding and so on for the Albert Pier berthing to name but one area of activity. The airline has apparently now employed some very respected specialist consultants to help them through this process. However, it has been made clear to them that they cannot expect to operate a conventional schedule as priority will be given to marine traffic, and with Aurigny now moving back onto the inter-island routes and the failure of the Waves taxi service last year after 6 weeks, the commercial realities may militate against implementation of a service.*

*6. Relations with CICRA may be improving. As requested several organisations represented at the MDG, including ST HBOA, wrote to CICRA expressing concern at the situation, and there has now been a direct intervention by the Chief Executive of the States. The Chairman of CICRA is becoming personally involved, and the individual at CICRA dealing with Ports of Jersey has departed the organisation.*

*7. Simon Porritt reported at the MDG for Marine Leisure. Most projects and areas of activity remain as before. He reported on two specifics worthy of mention: -*

- Following another breakdown of the lifting crane, PoJ are looking at holding a stock of spare parts on the island to expedite repair work*

- The Classic Channel Yacht Regatta will visit Jersey on 2 July 2019 on its way from Dartmouth to Paimpol. This should be quite spectacular. PDD said their website showed 106 boats pre-registered for the event.*

#### *OTHER POINTS FOR CONSIDERATION*

*1. A member has phoned both me and Mark Peters in the last month to complain that he does not want to receive communications by email and*

WS

	<p>wants us to send everything to him by conventional mail. We have already decided as a committee that we cannot operate this way, so I would not be very inclined to agree unless there are some good reasons to make an exception. It was agreed that the work load &amp; postage cost precluded this request.</p> <p>2. Len Stevens has contacted me to ask whether we should arrange an Association Meeting to discuss the Reconfiguration of St Helier Marina. I pointed out that the meeting would, logically, mainly involve berth-holders in that marina. Personally I suspect that this is a good idea but premature as I don't think much is going on in the short term. NW suggested a meeting be considered when consultation on the design detail commenced.</p> <p>3. Matthew Clarke emailed us all about the proposed code of conduct for small commercial vessels which will include the charter ribs, and made the point that we might want to be consulted on this as the impact of their operations on the waiting berths are a concern for the leisure boater. George Gaudin made the point that this is also relevant for St Catherine's slipway. I emailed Ports of Jersey to put down a marker that we would like to be included in the consultations. A discussion around this may be useful during the meeting. NW suggested St Catherine's was outside our scope &amp; best addressed by the Sailing Club. PR felt the RIB's business was good for tourism &amp; perhaps a commercial rate for their berths was more appropriate. It would be helpful to be kept in the loop, however, our concern was access to the holding pontoon &amp; it appeared they were not using the pontoon by NNQ &amp; this should be raised &amp; also the idea of a pontoon in the Small Roads.</p>	<p>WS</p> <p>WS</p>
<p>5. Treasurer's Report</p>	<p>MP said he had sent 107 reminders to those that had not paid their subscriptions, or paid at the old rate &amp; had received only 36 replies. He circulated a comprehensive analysis of the database &amp; some suggestions to resolve items were forthcoming. GG suggested checking member's payments upon entry to the AGM, although this would need the meeting to be in the Westward Room, as the bar is open to all club members. It was agreed that no further action should be taken for those that had not paid at all.</p> <p>MP said he had no contact details for a new member &amp; GG undertook to obtain them.</p> <p>Despite the problems, MP said subscription revenue was increasing the bank balances. Suggestions to address this were an increase to the donations next year &amp; an improvement to the AGM buffet quality.</p>	<p>GG</p>
<p>6. Any Other Business</p>	<p>Elizabeth drop-off – PR said he had regularly seen 4 vans, not marine traders in the 6 spaces &amp; this should be raised with Simon Porritt.</p> <p>PDD suggested that WS invite Simon Porritt to attend either our April or May meeting.</p> <p>Myra Retiring – NW said that Myra had announced that she would be retiring in September this year. Her responsibilities would be split, with the harbourmaster taking on marine leisure.</p>	<p>WS</p>
<p>7. Next Meeting &amp; Termination</p>	<p>The date of the next meeting was agreed as 25<sup>th</sup> April. The meeting was closed at 1900.</p>	