



ST. HELIER BOAT-OWNERS ASSOCIATION

Minutes of the 19th Annual General Meeting held at St Helier Yacht Club on 7 December 2010 at 1930 hours.

Present	The Officers, committee members and approximately 100 members.
In Attendance	Representing Harbours: Myra Shacklady, Commercial Director (MSh) & Andrew Boustouler (AB), Director of Finance & Information.
Introduction	The Chairman (MS) opened the meeting by welcoming members and also MSh & AB, who would answer questions directed through the chair during the open forum.
1. Apologies	MS gave an apology from the yacht club Commodore, David Langlois, who had asked him to convey a welcome to the Association members and to express his pleasure that the two organisations worked together on common issues, such as moorings and fees. The Hon. Secretary said that apologies had also been received from Mr S Scrimgeour, Mr P Rose, Mr G Guy, Ms H Dumosch, Mr R Minkley, Mr & Mrs C Amy, Ms J Taylor and Mrs C Tinley.
2. Minutes	MS said the minutes of the last AGM held on 7 th December 2009 had been available on the website and, as indicated in the convening notice, he proposed they be taken as read and they were approved on a proposition by C Fairbairn, seconded by N Bailhache.
3. Matters Arising	There were no matters arising.
4. Chairman's Report	<p>The Chairman read his report covering the main issues and activities dealt with during the year. He referred to the freezing by the Economic Development Minister of the controversial 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plans, on-going difficulties with use of the La Collette holding pontoon, resulting in the reduced three day fee being withdrawn for 2011 and expressed concerns at the level of fee increases across the board for 2011. He said the imposition of funding the cost of repairs to heritage piers was a serious matter that the committee would be taking up with politicians.</p> <p>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.</p> <p>On a brighter note, he highlighted the good work done on the South Pier dinghy pontoon and the Barraques, despite an unfortunate lack of communication 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.</p> <p>He said that the Hon. Sec. had appeared at the Island Plan examination and he expressed disappointment 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.</p> <p>He said that last July marked the 20th anniversary of the Association and that plans were under way to celebrate with a safety event in conjunction with South Pier Marine in the spring.</p> <p>Finally, he thanked the Committee members for their efforts and support during the year.</p> <p>The Chairman's Report was accepted on a proposition by P King, seconded by L Stevens.</p>

<p>5. Hon Treasurer/ Membership Secretary's Report</p>	<p>Penny Hatter circulated and explained the audited accounts, which showed a surplus for the year of £698.20. After the usual turnover, the membership total of 608 was 32 higher than the previous year end. She said printing costs remained low and thanked Len Stevens & the staff at Tillyards for printing the Newsletter. She also thanked an anonymous donor of a supply of C5 envelopes to cope with the new post office size restrictions and Tim Scott Warren for auditing the accounts.</p> <p>She said that very grateful letters of thanks had been received from CIAS & RNLI for the donations of £440 each.</p> <p>She said she would be available to take subs after the meeting, but would encourage members to sign up to pay by S/O, to reduce her workload & postage costs. She also had for sale new house flags at £10 & car stickers at 50p.</p> <p>She added that more members would strengthen the Assn's voice and she encouraged any guests present to join the Association. Partners & crews were also eligible & the subs had remained unchanged since formation in 1990.</p> <p>There being no questions for the Treasurer, he proposed a vote of thanks to PH and the accounts were approved on a proposition by F Daly, seconded by P Carter.</p>
<p>6. Election of Officers</p>	<p>Nick Wood took the chair and said he was pleased that MS had been persuaded to stand again. His was the only nomination for Chairman, proposed by P Carter and seconded by K Hennelly and he therefore announced him duly elected to applause.</p> <p>MS thanked everyone for their support and said the continuity would be useful as there were significant up coming issues, however he hoped that Nick Wood would be able to stand next year. He read the further nominations received as follows:</p> <p>Vice Chairman – N Wood Hon Secretary – P Donne Davis Hon Treasurer – P Hatter</p> <p>Committee Members:</p> <p>M Anderson P Carter K Hennelly R de la Mare P Rose</p> <p>MS declared that the above-mentioned were duly elected & welcomed Bob de le Mare as a new member of the Committee.</p>
<p>7. Election of Auditor.</p>	<p>The Chairman said that Tim Scott Warren was prepared to stand again. He was proposed by P Hatter, seconded by M Anderson and duly elected.</p>
<p>8. Subscriptions</p>	<p>The Chairman advised the meeting that the committee's recommendation was that the subscriptions for the following year remain unchanged at £5 single and £8 joint. The recommendation was approved on a proposition by J Barber, seconded by F Daly.</p>
<p>9. Donations</p>	<p>The Chairman advised that the committee's recommendation was that the donations be increased by £10 to £450 each, to be made to the RNLI Jersey Branch and to CI Air Search.</p> <p>C Fairbairn proposed that the Committee's recommendations be accepted. This was seconded by C Vallois and carried.</p>
<p>10. Changes to Constitution</p>	<p>MS read a proposition submitted by C Fairbairn (CF): <i>To approve a proposition that the members of the St. Helier Boat Owners' Association are opposed to any annual increase to the mooring charges by a level over 10% for the Drying Harbour, (Old</i></p>

Harbour, French & English Harbours), and that Members direct the Chairman, on behalf of the Association, to make known this decision to the Jersey Harbours department and other relevant authorities.

The proposition was seconded by T Keeler and MS invited CF to speak.

CF said he had brought the proposition due to the uncertainty arising from rumours as to the extent of Harbours intentions for fee increases for the mud berths. He had heard of one owner having an increase of 50% this year and that 20% was coming for 2011 and for each of the following two years. He asked if the Chairman could allow MSh to take the floor to give the facts.

MS agreed this exceptional procedure, so that members could be fully informed before voting. MSh said that Harbours had been informed at the last minute that they would have to fund the £1.65m repairs at St Aubin and expected the same to apply for £3m of maintenance to Gorey pier planned in 2012. In 2011 they were to spend 200k on mooring chains at St Aubin & £750k on replacing the pontoons at La Collette. She said that a benchmarking exercise had been carried out against UK south coast harbours, which showed that drying mooring fees in Jersey were low. 2011 fee increases ranged from 3%-20%.

MS asked for any questions from the floor & MSh responded to the following:

As Gorey is the second port, are commercial users paying? - Yes, but there are few sailings and fees do not cover admin costs.

Clarification sought of the 3%-20% range & the change from sq metres. - 3% applied to visitors and 20% to mud berths in both the outlying harbours & St Helier. The simpler length basis had produced some percentage anomalies, but the cash amounts were relatively small, with a 10m boat going up by £55 p.a.

Jersey was more expensive than Guernsey & adjacent French ports. - Long held policy has been to be 50% below UK south coast.

Based on the most expensive, or an average? - An average of 15 ports.

Why are Harbours funding repairs to Heritage piers? - Decision made by politicians.

Suggestion made that Harbours tell Treasury they will allow the piers to fall down.

Understood that St Aubins fort was run by Education, so shouldn't they pay? - AB clarified that the fort was leased by Education, Sport & Culture, but Harbours had responsibility for the pier.

There being no further questions for MSh, MS asked if anyone wished to speak on the proposition.

The Hon Secretary said that member's objections last year had stopped the plan to flood the old harbours, winning the battle, but not the war, as in his opinion, politicians & the East of Albert Project Board continued to want the area flooded to enhance development values. It had generally been regarded then that the mud berth fees were cheap and, unless Harbours received a reasonable income from them, any future campaign to protect the area risked failure.

He said a key objective was to maintain affordable moorings for youngsters starting boating and pointed out that the 20% increase for an 8m boat amounted to just 12p a day. The proposition called for that to be halved & would result in the Chairman having to justify to the media, a campaign to save members 6p a day. He suggested the Association's credibility would be damaged, weakening the ability to tackle more

	<p>significant issues, such as the funding of heritage repairs and the increasing demands from Treasury of payments in lieu of fuel duty.</p> <p>There being no further speakers, MS called on CF to sum up. He said the Hon. Sec's points had been well made, but owners were being asked to pay more for less, listing a series of failings including a dangerous pontoon, slippery steps and many empty moorings. MSh said she had regular discussion with the Committee to identify issues, £300k had been spent on renovating the Barraques this year and there were 6 empty moorings, holders were paying and were allowed one year to put a boat on them. MS said a working group to improve the moorings would start in the new year.</p> <p>MS then put the motion to the vote and it was defeated by a margin of two to one. He thanked CF for initiating the discussion and said the Committee would endeavour to ensure that costs were reasonable and that the heritage costs would be raised at a meeting with the Economic Development Minister the following week.</p>
<p>11. Open Meeting</p>	<p>MS invited questions to MSH to be put through the Chair and she responded to the questions as follows:</p> <p>Will the drop-off parking spaces lost to the Dandara development be returned? - She had agreement for 12 traders spaces under Phase 1 & was trying to get a further 6 for owners.</p> <p>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.</p> <p>Surely fuel tax is a matter for the States, not Harbours? MS responded that at a meeting with Dep. Noel 18 months previously, it was clear that the Fuel Group's detailed submission had not been read. There had been no subsequent feedback, but Guernsey's decision to retain the tax free status for diesel had listed the same justifications. MSh added that tax free fuel was considered important to support visitor business, which had been higher in 2010.</p> <p>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.</p> <p>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 Sth Pier, hopefully in 2012.</p> <p>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.</p> <p>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.</p> <p>What is the situation with empty moorings? - paying holders are allowed a maximum of one year to find a boat.</p> <p>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.</p>

	<p>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.</p> <p>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.</p> <p>A comment made that the Shadow Board was far too expensive, was applauded.</p> <p>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.</p> <p>Was the compounding effect of the 2.5% fuel tax 'surcharge' reasonable? - the surcharge covered only a part of the payments to Treasury.</p> <p>What is the amount of fuel sales and potential duty? - MS said that the submission to Treasury had given full details of local & visitor sales and the theoretical yield at the motor fuel rate was about £650k p.a.</p> <p>There being no further questions, the Chairman thanked MSh & AB for their time.</p> <p>He expressed appreciation to Roger Thebault, who had served on the Committee for 6 years & had retired, having sold his boat.</p> <p>MS then referred to suggestions that the 2011 fees had been withheld from members, saying that MSh had requested a one week embargo before the schedule was posted on our website. Creation of the site had facilitated much faster and more detailed promulgation of information to members, including Committee minutes.</p> <p>PDD advised that a sponsored round Island relay swim by disabled servicemen was planned next July and invited Charlie Gravett to speak. He gave some details of the event and said he was seeking a volunteer to offer a 'mother ship' on the day.</p>
Termination	<p>MS then thanked St Helier Yacht Club for the use of their premises and reminded anyone who was not a Yacht Club member to sign the visitors book. He advised that the Hon Treasurer was ready to receive subscriptions and had House Flags available for sale. He wished everyone a happy Christmas and good boating in 2011 and he invited members to participate in the buffet.</p> <p>The meeting closed at 2105.</p>