



St Helier Boat Owners' Association

Newsletter - 2009



Chairman's Remarks

During the last few months your committee has been extremely active on a number of issues and I have pleasure in providing you with updates on some of the more important matters:-

Security

This issue is concerning to all of us. Following the attack of vandalism on 54 vessels in Elizabeth Marina, I have met with Captain Howard Le Cornu and Myra Shacklady. Although of little help to those affected, a new £200,000 upgraded security system will be installed shortly. This new system was planned prior to the latest incident.

I am of the opinion that the most sophisticated system possible will not entirely resolve the problem. One has to recognise Jersey has a serious anti-social behaviour problem with a section of our youngsters. I am pleased to say the Harbour Master has taken this on board and has now instigated meetings with all relevant departments to address how we deal the problem. Guernsey has no gates keypads or fobs to access the marinas and they do not appear to have all this malicious damage, which must tell us something.

With regard to the new marina access cards, additional cards are available for £20, but for the first 3 months, until 1st June, up to 3 can be obtained for that price. Elizabeth & St Helier marina cards also give access to all the facilities at La Collette and drying harbour owners will have code access when using the holding pontoon there.

Skate Board Park

Last year we made the case to Planning against the siting of the skate board park alongside St Helier Marina, but our arguments were dismissed as 'speculative'. It is no surprise then, that a number of incidents have been reported, including upset visitors and a skate board being found in the marina. Youngsters are also ignoring the notices and speeding through the car park on their boards, so I would advise members to be especially vigilant when manoeuvring their vehicles in the area.

SOLAS V Regulations

July the 1st is the implementation date for these regulations. It is extremely important that all boat owners study them to see how they will be affected. Peter Donne Davis has worked hard on this issue. We were not in agreement with the draft Order and we put forward several recommendations. Some were accepted but we did not achieve all that we set out to achieve.

Fuel Duty

It is with regret that I report that this issue looks as if it will raise its head again. We have kept this low key, as there is a lot of work being done behind the scenes. Please trust us that we are very involved dealing with the issue along with all other involved parties. A comprehensive document has been produced in support of the status quo.

We strongly believe that the implementation of Fuel Duty would cause irreversible damage to the entire marine industry especially during a recession.

Web Site

I am pleased to inform members that we now have a website up and running. My thanks go to Nick Wood for setting it up and for guiding Peter through the finer details in inputting info onto the site. Although still lacking a little in content I am certain with the keenness of your committee it will soon have a lot of interesting content to research. Log on at www.sthboa.co.uk

Parking

Please note that the slipway at South Pier is no longer permit parking. It has reverted to Disc or Scratch card with a maximum of a 3-hour stay. Please do not forget to display as vehicles are being booked for failing to comply.

Now that most of the boats have been lifted in, the parking situation on South Pier has been eased somewhat. We will be meeting with Harbours and tenants on the Pier to agree plans for new marking of spaces, when the contractors have finished work on the Yacht Club and the storage containers have been removed.

Beau vents!

Mike Stevens, Chairman

AGM Topics

The AGM was held on 8th December 2008, with an excellent turnout of about 125 members.

Chairman's Report

Mike Stevens read his Chairman's report covering the main issues and activities dealt with during the year. He referred to two serious incidents of theft and damage, which had highlighted security failings and he was pleased to report that a significant investment was to be made by Harbours to upgrade the CCTV system in 2009.

Submissions had been made during the public consultation on two important issues, the Shipping (Safety of Navigation) Order, which would bring in regulations to apply SOLAS Chapter V and the Inshore Safety Regulations covering, inter alia, boat registration & compulsory 3rd party insurance. He thanked the Hon. Secretary for his detailed research and preparation of comprehensive comments on these draft regulations.

Inadequate management of the holding berths at No 4 & 5 had been a constant cause of complaint by members and Myra had been pressed to exercise firmer control of inconsiderate owners, as was the case in Guernsey.

As a member of the Marine Leisure Growth Group he had reported the concerns of mud berth holders at the idea of turning the old harbour into a marina and had proposed a survey of owners. The results were due to be revealed shortly.

He referred to comments in the States budget report about another review of tax on marine fuel and emphasised the arguments against such a move, which could undo the work of the past 18 months to grow the industry and was particularly short sighted with a recession approaching. Presenting the case against a tax would be a priority in the new year.

Finally he thanked departing Committee members for their past service – Rohan Minkley, who was planning an extended cruise and Phil Rondel, returning to the political arena and he welcomed Nick Wood to the Committee.

Hon Treasurer/Membership Secretary

Penny Hatter presented the audited accounts and explained that the reduced surplus of £81.02 was due to the special donation of £500 to the new lifeboat fund, approved at the last AGM. She thanked Len Stevens and the staff at Tillyard for again printing the annual Newsletter and Tim Scott Warren for auditing the accounts. Membership had risen by 5 and stood at 561 at the year end.

Open Forum

Mike Stevens welcomed Myra Shacklady, the Commercial Director, to the meeting, commenting that the Committee had a good working relationship with her and her staff. She responded to topics raised from the floor including:-

- Management of waiting lists - 30 berth holders had recently given up their berths and she felt that the pressure on berths was now in decline
- Slipway parking - 3 hour disc/scratch cards will be introduced
- Holding in La Collette – looking to improve control, but subject to limited staffing.
- Swipe card access – 2 cards per berth would be issued in February & should improve security.
- Elizabeth drop-off spaces – are for private owners only. Commercial users will be booked. Harbours had lost 48 spaces to the skate board park and were hoping to provide 150 spaces above the Terminal car park for commercials.
- Skate board park – will be managed by E.S.&C., with Harbours having the ultimate say. Users will not have use of the marina toilets or parking, but access via the car park.
- Maintenance of the Barracques – poor state is recognized & funding solution is being sought.

The chairman closed the meeting at 9.15pm and invited members to join the Committee for a glass of wine and Matthew's excellent buffet. PDD

SEA Check

A timely reminder from Martin Yates of the RNLI:

‘Although probably best known for running the lifeboat service, the RNLI is also dedicated to saving lives at sea by spreading the word on sea safety. The RNLI is here for you and invite you to take advantage of their SEA (Safety Equipment Advisory) Check service. SEA Check provides free, friendly and confidential on board advice about safety equipment suitable for your boat and its type of use. This is not a ‘pass’ or ‘fail’ check, but a simple advisory service. If you'd like, Martin or one of his team, can also show you how to fit and check over your lifejacket to ensure that it's functioning correctly. Martin Yates, the Lifeboat Sea Safety Officer for Jersey, can be contacted at any time on 07797 717033. He will happily arrange for either himself, or one of his team, to meet with you and arrange a SEA Check at your convenience’.

New Legislation (1)

Shipping (Safety of Navigation) (Jersey) Order

This Order takes effect from 1st July 2009 and is Jersey's implementation of the SOLAS Chapter V international regulatory structure, which is designed mainly to enforce navigational safety rules on commercial shipping. Governments have some discretion over which regulations should be applied to private pleasure vessels and those who followed the advice in our 2004 Newsletter will no doubt be complying with the UK requirements, which are set out in the MCA leaflet 'SOLAS V for Pleasure Craft', however extra rules will apply in Jersey.

All Jersey pleasure vessels anywhere in the world (except for the Great Lakes!) are subject to the Order, as are non-Jersey vessels in Jersey waters, so visiting boats will also need to comply with the additional requirements.

The Association's stance during the consultation last year was that education and training are more effective than legislative red tape in promoting safety and that the application of the same exemptions as the UK would ease compliance for local owners and avoid risking a reduction in visitor numbers. Although some aspects of our detailed submissions were accepted, Senator Maclean has been persuaded to apply some additional sections of Chapter V to all pleasure boats of less than 150 tons and an overall length greater than 7 metres.

So what does it all mean?

Firstly I must stress that the Order is limited to matters relating to the safety of *navigation*. Secondly, it is by no means comprehensive, so no one should be lulled into a false sense of security by compliance - prudent skippers will apply additional navigational safety techniques and will also ensure that they are competent in the use of their equipment.

Pleasure vessels under 7 metres overall length – must have a radar reflector fitted 'if practicable'.

Pleasure vessels of 7 metres overall length and above and under 150 tons – must comply with the regulations summarised below:-

1) UK requirements now in Jersey law:

Voyage Planning (reg 34) – Before setting off to sea on any boating trip, the skipper must have conducted a risk assessment and prepared a passage plan. Considerations should include weather, tides, limitations of the vessel and crew, navigational dangers and contingency planning.

Life Saving Signals (Reg 29) – You must have access to an illustrated table of the recognised life saving signals. Copies are available from the 'download' tab on the Association's website.

Radar Reflectors (Reg 19.2.1.7) – Vessels must have a radar reflector fitted 'if practicable'

Assistance to other Craft (Regs 31, 32 & 33) – You must respond to any distress signal and you must warn the Coastguard and any other vessels in the vicinity of any serious hazard to navigation that you encounter.

Misuse of Distress Signals (Reg 35) – is now formally forbidden.

2) Additional Jersey requirements:

Reg 17.1 - Administrations must ensure that all bridge equipment is tested for electromagnetic compatibility

Reg 17.2 - Installation of electronic equipment must not cause interference to navigational systems

Reg 17.3 - Portable electric equipment may not be operated on the bridge if it may interfere with navigational systems

Reg 19.2.1.1 - A properly adjusted magnetic compass

Reg 19.2.1.2 – A non-powered hand bearing compass

Reg 19.2.1.3 - Means of correcting to true bearing at all times

Reg 19.2.1.4 - Nautical charts & publications to be carried

Reg 19.2.1.5 - Paper charts must be carried as back up for electronic charts

Reg 19 2.1.8 – An external sound reception system to determine direction of signals, if the wheelhouse is enclosed

Reg 19.2.1.9 - Telephone or other means to communicate with emergency steering position

Reg 27 - Charts & publications shall be adequate & up to date

Reg 28 - All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, per the recommendations adopted by the IMO

The the Order will be policed by Jersey Harbours, and a 'light touch' has been indicated, however, breach of each regulation carries a penalty of a fine, or imprisonment for up to two years, or both.

cont'd

SOLAS Order cont'd:

Maritime Compliance have sent some guidance notes to boat owners, however please be aware that they do not cover all of the regulations imposed by the Order. We have requested further more comprehensive guidance notes from the Maritime Compliance Dept.

Full compliance with some requirements will be hard to achieve, which will give insurers 'wiggle room'. For this reason and because the Order provides a defence, if a person took all reasonable steps to avoid the commission of an offence, it is important that the official guidance notes cover **all** of the applicable regulations. To give just one example of compliance difficulty, we believe that there is no qualified compass adjuster currently practising in the Island.

For further information, go to the 'legal' tab on the Association's website. There you will find the text of the Jersey Order and the full SOLAS V regulations, annexes and notes with further detailed compliance specifications from the MCA. PDD

The above information represents the writer's understanding of the current position. The committee accepts no responsibility for its accuracy. It is the responsibility of each owner and skipper to ensure that they are aware of and comply with all regulations applicable to the waters in which they are cruising.

New Legislation (2)

Our thanks to Sarah Price, Jersey Harbours' Business Compliance Manager, for this progress report on the planned replacement of the Boat and Surf Riding (Control) Regulations:

Inshore Safety (Jersey) Regulations 200-

“Jersey Harbours would like to thank St Helier Boat Owners Association for their valuable contribution to the consultation on draft Inshore Safety Regulation. The consultation period is now closed and we are grateful for your support in our initiative to reduce ‘red tape’ and appreciate the constructive and practical submission made.

Responses were received from a number of organisations and changes have been made to the draft as a consequence. One of the most significant changes as a result of the consultation has been the extension of the insurance requirement to include third party property as suggested by your Association. Also the length of craft to be registered has been increased to 3 metres. The comments also suggested that tenders to cruising vessels, that are themselves registered and whose

insurance includes the tender, should not require registration. The intention is now that tenders will not require separate registration, however will be required to be marked as such for identification purposes.

Another suggestion was that Jersey Harbours could ask all boat owners to produce valid documents over a period of time. This is more a matter for practical implementation than to be included in the Regulations themselves. Whilst the suggestion was appreciated, it is felt that the administration of such a system would outweigh the benefits; however we will continue to monitor the situation.

Jersey Harbours are now working on the practical application of the Regulations and an implementation plan. Once this is complete, the Regulations will be lodged with the States and debated in due course. If accepted by the States, we will be working closely with all of the boat owners associations, yacht clubs and other affected organisations to ensure a smooth transition to the new regime and a less bureaucratic future. Once again, thank you to your Association for your constructive contribution to this process.” SP

We will publish the amended Regulations on the website, as soon as they are available. Users of the dinghy pontoons are reminded that it is already a requirement that their tenders be marked with name or number, or Harbours will remove them. PDD

Notes from the Treasurer

Finances - My thanks to all of you who have renewed your membership of the Association. Now that the subscriptions are in, I have paid the donations agreed at the AGM in the increased amounts of £440 each to the Jersey branch of the RNLI and CIAS and both have sent me grateful letters of thanks. Clearly these deserving causes need all the support they can get, in these difficult economic times. I have also paid our contribution to the cost of the report produced as part of the joint campaign against the imposition of further tax on marine leisure fuel. After making these payments, our bank balances amounted to a total of £7,647.32.

Membership - Twenty-two members have resigned since the year end, mainly due to retiring from boating. Fortunately we have gained twenty new members, so the numbers have held up well at 559, representing some 400 boats. However looking at the number of boats that use St Helier's harbours and marinas, there is plenty of scope for improvement. The more support we have, the stronger our voice in taking up the increasing number of issues impacting boating.

Please download some application forms from the website to hand out to neighbouring boats. PH

South Pier's Neglected Barraques

For the past 21 years or so, since I was a small child joining my dad on errands helping to gather fishing gear from his barraque to take down to his boat, I have walked up and down the small aisles that give access to the barraques countless times, always wondering why they are where they are. So on joining and becoming a committee member all in the same year with the St Helier Boat Owners Association and being asked if committee members could write an article for the 'Newsletter' I thought this a perfect time to do a bit of research and enlighten those who may not even know of their existence or not have known their purpose.

Also being that my company rent the buildings that back on to these stores, I thought it a brilliant idea to do some research on how they evolved around the thriving St Helier harbour Mecca that is South Pier.

My first steps took me to try to find the sad reason that these buildings have been left somewhat unattended to, structurally, over the past decade or so. If you walked past today you would see doors and window frames that are sharing their existence with what is left of flaky red paint, gable end walls with cracks like canyons and roof tiles that look threatening like Frisbees that could let go and come spiralling towards you at any minute.

I contacted Jersey Heritage to see where their history started and had info in the form of an email from Doug Ford, who informed me that these small stores were left to the Island by Thomas Benjamin Davis of Havre des Pas, St Helier. He was the son of Thomas Leopold Davis, a Fisherman, and Jemima Vickers. T. B. Davis was the father of Howard Davis, who was killed in WW1 and who we all know from Howard Davis Park and Howard Davis Farm in Trinity. He became a very successful, wealthy businessman in South Africa and he also owned the famous 135' schooner, the 'Westwood'

I was told by Doug Ford that TB Davis did have the barraques at the head of South Pier built for the islands fisherman (fitting as his then late father was a fisherman) to store their gear. This was well in character for Davis to have undertaken this kind deed, given his interest in supporting the working class to better themselves through their own endeavours. These buildings date back to before 1937 as you can see in the picture showing the lifeboat house with the barraques in the background, at the harbour office.

Still today they are rented out to boat owners and fishermen who moor their boats in the St Helier Harbour. They are very quaint little rooms mostly 3 x 3 meters, boaters store fishing gear, general boating equipment for convenient use when their boat is laid up for the winter or more frequent use in the summer months.

Jersey Harbours are responsible for their upkeep, but unfortunately, insufficient funds have been allocated to proper maintenance for years.

One day soon I hope to see these pieces of history restored to their former glory, just how TB Davis would have liked, I'm sure. NW

Snippets

New Website – Thanks to new committee member Nick Wood, the Association now has a website at www.sthboa.co.uk. Here you can find out what matters your Committee is currently dealing with, get further information on boating topics via links and downloads and print out application forms for potential new members. The general information on the site is available for all to see and further more confidential current news is restricted to 'Members Only'. We expect to add news after each committee meeting and you can subscribe to an RSS feed to be notified of new items.

Included with this Newsletter you will find your password information to give you access. We do hope you find the site useful and please use the 'Contact' tab to let us have your comments and suggestions.

Harbours Bloomer resolved! - Last year we reported that Harbours had omitted to adjust the increase in mooring fees to account for a change in the calculation procedure in 2006. We are pleased that this has now been corrected for those affected. In their bills for the first quarter of 2009, a 3% offset was made against the cost of living increase (June 2008 RPI(Y) – 3.9%).

New Standards for Radar Reflectors – As a consequence of the loss of the yacht Ouzo in 2006, research on reflectors, commissioned by MAIB, concluded that only one model (and one target enhancer) even came close to meeting the ISO Standard 8729 and also indicated some technical short-comings in the standard itself. Consequently, the International Maritime Organisation has been working on the production of revised standards.

The results are due to be published in July and will hopefully lead to availability of improved products.

cont'd

Snippets cont'd:

Small Ships Registry Fee Increases – The cost of registering and renewal will go up from £22 to £50 on 1st June. We opposed this big increase and also suggested extending the validity from 5 years to 10 years as applicable to passports and driving licences, but to no avail.

Parking Fee Increases – The annual permit fee, which went up from £81 to £138 last year for all other port users, has now been applied to marina users from 1st May. Some extra spaces have been allocated in the Waterfront car park basement, however the availability of spaces & drop-off points remains limited and we encourage members to comply with the rules both to avoid penalties and inconveniencing others.

New Security Initiative? – Following the recent unfortunate incidents of vandalism, we hear that Harbours may be trialling a new approach...



...and finally – now we've just about mastered the change from 'Jersey Radio' to 'Jersey Coastguard', Harbours have sprung on us another reason to bite our tongues before pressing the transmit button. As of 30th March, 'Port Control' has become 'St Helier VTS'. According to the Notice to Mariners, "this will more accurately reflect its roll (*sic*) as a vessel information service" - *Rock on!* PDD

Members' Discounts

Why not make the most of your membership by taking advantage of the discounts kindly offered by several local firms? By showing them your membership card, you can get a 10% discount on most chandlery and clothing from **South Pier Marine** and **Iron Stores Marine**.

Adding to your enjoyment of non-boating pursuits, **Allied Traders Catering & Swimming Pool Div.** and the **Mary Rose Restaurant** in Bath Street 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

**HAVE YOU GOT ANY OUT OF DATE FLARES?
BRING THEM ALONG FOR SAFE DISPOSAL TO A:**

Sea Safety Equipment Demonstration (Including Life raft, life jackets and flares)

Presented by Leon Shaw of South Pier Marine,
In Association with SHYC and St Helier Boat Owners Association.

**Tuesday 19th May 2009
@ 1930**

An evening for one and all, to experience safety at sea equipment from the comfort of the St Helier Yacht Club. To be held on Tuesday 19th May 2009 at 1930.

SOUTHPIER MARINE **STHBOA** **SHYC**

All donations going to: CI Air Search & the RNLI

Your Committee for 2009

If you have any harbour or marina related issues, please do let us know. Contact one of the officers, or any committee member.

We try to monitor the facilities regularly, but we can't be everywhere, so your feedback is important.

Mike Stevens, Chairman Tel: 853233

“L'Ecreviere” French 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

“Jabot” Elizabeth Marina

Phil Carter Tel: 629916

“April Rose” Elizabeth Marina

Heather Dumosch Tel: 878475

“Mystique” French Harbour

Kevin Hennelly Tel: 853179

“Indybar” St Helier Harbour

Roger Thebault Tel: 730694

“Araok” La Collette

Nick Wood Tel: 07797 786877

“White Wizard” St Helier Harbour