



# St Helier Boat Owners Association

Minutes of the 32nd Annual General Meeting held at St Helier Yacht Club on 30th November 2022 at 1900 hours.

Present	The Officers, Committee members and approximately 40 members.
In Attendance	Representing Ports of Jersey: Simon Porritt (SP), Andy Vibert (AV)
Introduction	The Chairman, Will Simpson (WS), opened the meeting by welcoming members. The Harbour Master had been invited, and was unable to attend, but he welcomed and SP and AV, who would answer questions directed through the chair during the open forum. He thanked the Yacht Club for their generosity in allowing the use of the Club for the AGM, and also committee meetings throughout the year. He also pointed out the clubroom's emergency exits.
1. Apologies	Apologies had been received from Anthony Olsen, Marty Anderson, John Langdon, Chris Gladish, Leslie Baudains and Mark Mathew.
2. Minutes	WS noted that the minutes of the 31st AGM held on 25 <sup>th</sup> November 2021 had been available on the website. He proposed that they be taken as read and they were unanimously approved on a proposition by K Hennelly, seconded by M Capraro.
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 past two years. His report is attached to and forms part of these minutes.</p> <p>The Chairman's Report was accepted on a proposition by C Fairbairn, seconded by P Carter.</p>
5. Hon Treasurer/ Membership Secretary's Report	<p>D Wood said that the accounts were relatively straightforward, and similar to previous years. Membership, and therefore subscriptions, had decreased. Website costs had increased, and almost all banks are now making charges to voluntary organisations, whereas previously services were provided at no charge. Paypal took a small cut on subscriptions paid by that means, this had increased the efficiency of collecting subscriptions. He thanked members who had already paid for 2023; those paying by Standing Order would not receive any notice – last year this had caused confusion and some members had paid twice. He would wait until he had reconciled the accounts before contacting anyone whose subscription had not been paid.</p> <p>He thanked the Independent Examiner, Penny Hatter, for her work on verifying the accounts.</p> <p>The Chairman commented that the reception at the Boat Show had cost £1446. It had been a valuable exercise, with opportunity for members to talk to marina staff directly, and to the French staff who were visiting, and he suggested that it would be worth repeating next year, when the costs should be lower as there would not be a need for further promotional material. This was proposed by M, Capraro and seconded by P Hatter, and carried with a show of hands. P Mitchell suggested that it might be possible to find a sponsor.</p> <p>P Mourant questioned whether it would be more appropriate to show prospective donations to the JLA, which had not been paid pending their present lack of licence to operate, as a liability. He suggested that the net loss in the accounts (£2,207.56) might be understated if the donation is going to be paid. DW replied that the JLA is not a contractual creditor of the Association. Any donation that the Association decides to pay to them is not a liability but within the remit of the Association to pay, or otherwise. If and when any payments are made they will appear in that</p>

	<p>year's accounts.</p> <p>The Treasurer's Report and the accounts were approved on a proposal by G Gaudin, seconded by N Bailhache.</p>
6. Election of Officers	<p>The Chairman stated that there had been no new nominations for officers or committee members. The existing ones were willing to continue and therefore remained in place. However, he informed the meeting that he had been Chairman for seven years and would not put himself forward for re-election at the end of the forthcoming year, i.e. November 2023, and-so there were 12 months for the Association to identify a successor.</p> <p>The nominations for the remaining officers &amp; committee members were read, as follows:</p> <p>Vice Chairman – Nick Wood  Hon. Secretary – Christine Gill  Hon. Treasurer – David Wood</p> <p>Committee Members:</p> <p>Mike Capraro  Phil Carter  George Gaudin  Kevin Hennelly  Peter Rose  Vic Walker</p>
7. Election of Independent Examiner.	<p>WS said he was very grateful to Penny Hatter who had been the Independent Examiner for three years, as well as a past Treasurer/Membership Secretary, and who had now decided to stand down – to applause. NW proposed Emma Bateman, a keen sailor who had qualified as a Chartered Accountant in 2015. He was seconded by Mike Capraro and the proposition was carried. WS duly declared Emma Bateman elected.</p>
8. Subscriptions	<p>WS said the Committee's recommendation was that subscriptions for the year commencing 1/12/22 remain unchanged at £10 single, £16 joint and this was proposed by Nick Wood and seconded by Nick Bailhache and carried by a show of hands.</p>
9. Donations	<p>The Committee proposed that donations to the RNLI, CIAS remain at £560 each, for the coming year – and also the JLA, subject to its present difficulties being resolved.</p> <p>This was proposed by C Fairbairn, seconded by P Mitchell, and carried by a show of hands.</p>
10. Changes to Constitution and Rules	<p>WS said that there were no changes being proposed to the Constitution.</p>
11. Open Meeting	<p>WS invited SP and AV to come forward to answer questions. (<i>Responses in italics</i>).</p> <p>SP said that the Chairman's Report covered most of the topics on his own list and was well appraised. The St Helier Marina refurbishment has been a success and this year they had welcomed 60-70% visiting yachts, compared to pre-Covid numbers. Two members had left their team, Andy Vibert having taken over responsibility for the drying harbours around the Island. The Harbours' Master Plan is their main focus at the moment, initially concentrating on the commercial element and moving the Load-On Load-Off facilities from New North Quay to Elizabeth Harbour. Once the commercial use has moved (2-3 years) the main harbour will become available for leisure use, which would be an exciting development. There are no immediate plans for the Old Harbours.</p> <p>Penny Gueno asked what would happen to the NNQ once the cranes had moved; in the past, some things had been sited on newly available space that was not conducive to boat-owners (e.g. the skate park). <i>SP replied that harbours go through change every 80 to 100 years, there are no definite plans, but leisure/public/retail would be considered.</i></p>

Peter Mourant asked how it would be financed. *SP replied it will probably be through borrowing, PoJ must diversify what they do.*

Mike Capraro queried what would happen to mooring fees – would they be increased to fund further works? He understood that fees are fixed and can be increased only by the RPI. *SP said that was correct, as stipulated by the Regulator. However, the new berths on the Albert Pier for larger boats proved that there are people who are prepared to pay more, and this would generate new income.*

PR observed that swells at the southern end near the entrance can be quite bad and asked if all the berths are currently under contract. *SP said that not all the berths are under contract, but the take-up has been greater than they initially expected. He agreed that the ground swell can be quite large and there might be a need to put in some compensators, in the future.*

Peter Rose said that facilities at the Elizabeth Marina need refurbishment, and asked what are the plans for them to be updated? *SP replied that a maintenance programme was due to start at the end of next year, with some to be undertaken in the short term.*

Mark Houze brought up the question of tenders on pontoons, with some of them being dangerous, either their condition or their moorings. He had heard that it was the Association's responsibility! WS responded that this was certainly not the responsibility of the Association, although it had to be recognised that part of the problem was neglect by some owners of their tenders & dinghies.

Peter Mitchell asked if it might be possible to extend the dinghy pontoon at South Pier, as there used to be more space until the pontoon was reduced in length. *AV replied that this happened in 2010, in consultation with the Association and others, in order to make more space for riser buoys for moorings and to have an adequate fairway.*

Phil James made a similar comment about the pontoon at the top of the Old Harbour, which had been halved to make space for the Maritime Museum boats when they were moved out of the Town Marina, and it was now very congested. *SP said there are no plans to change anything at the moment but thanked PJ for the question and said he would raise it with the Museum, as to when they plan to put their boats back in the Town Marina.*

David Wood suggested that a system similar to that used at St Catherine might help with the tenders – each year boats are issued with a sticker stating that the vessel is currently in use. *AV thanked him and said he would look into it.*

Arthur Manning asked if there is a requirement for 'Liveaboards' to have holding tanks.' *SP replied that there is a process and formal application is required; there is a long list of considerations including how waste is handled.*

The Chairman raised the issue of accessing French ports and noted that the authorities had become more pragmatic since the beginning of the season. He wondered if PoJ knew of anything from their French colleagues. *SP agreed that the Normandy ports were trying to encourage visitors by making things simpler, although they were still keeping "within the rules".* WS asked if any of the membership knew if one can go to Chaussée. Peter Warren replied that it is now possible to go direct, one is only required to fill in a form online and email it to Granville, but one must give 24 hours' notice.

There being no further questions, Peter Mourant proposed a vote of thanks to SP and AV and the Marina staff, to which there was a round of applause.

Termination

WS thanked everyone for attending and invited all to partake of the buffet and a glass of wine. The formal meeting closed at 20:30.