



MINUTES of the 2009 ANNUAL GENERAL MEETING held at COBB'S QUAY BOAT HOUSE on SATURDAY 4th APRIL commencing at 10.30am.

Committee Members Present:-

Jonathan Saunders – Chair
Mike Brine – Vice Chair
Carol Turner - Secretary
Jenny Higson - Treasurer
Val Grant – Membership Secretary
Ian Wateridge
Peter Hayton
Clive Snow
Jim Reynolds
Roger Squires

Apologies from Committee members:-

Kevin Butler) – Social Secretaries
Linda Butler)
Ian Jordan

Minutes of 2008 AGM

The minutes of the previous AGM held on 5th April 2008 had been posted on the CQBHA website and as no comments had been received during the year were accepted as correct with no matters arising and taken into record.

Chairman's Report

The Chairman opened the meeting by welcoming both members and the guest speakers: Brian Murphy, Frances Collins and Dave Wilson. He thanked the Boat House staff for hosting the AGM and gave a brief recap of the published agenda. He asked members to sign in and provide an up-to-date email address in order to receive the monthly CQBHA email Newsletter.

Jonathan gave an illustrated report and began by reviewing the CQBHA aims and objectives for 2008 as published on the CQBHA website (www.cqbha.org). Membership had only increased by 45 against the target of 100, and the Association had not fully achieved the desired positive influence on the use of the Backwater Channel. Nevertheless there had been many successes throughout 2008.

Most of the planned cruises had taken place in spite of the season's bad weather, as well as several land based events and training opportunities. The CQBHA website had continued to develop in the care of Ian Jordan and new ISP Mike Charman. The monthly email newsletter was now well established as a regular means of communication with the membership. Through the newsletter, the committee had consulted with the membership on additional bridge lifts, the Boat House and use of CQBHA funds. Although the number of replies had been disappointing, Jonathan hoped the membership would be more responsive in future.

The CQBHA finances continued to show a healthy increase in profits, which were being used to provide a 'war chest' for Twin Sails related issues, to subsidise and offset risk for future CQBHA social and training events - as well as for joint projects with MDL, such as 'Moving Weather'. The Member Liaison role continued to develop through the Pontoon Representatives – whose photos were now posted on the pontoon gates. A

sailing section was still under consideration and CQBHA had made a donation to ChildLine, following an auction at the Summer Solstice Party.

Throughout 2008, communications with members had continued to improve and the benefits of membership had been maintained. The committee continued to act on behalf of members in matters such as red diesel, bridge operation, car parking, a second bridge height monitor and the good working relationship with MDL management continued. The latest edition of the Horizons Magazine had just been published. Members could download a copy from the CQBHA website or purchase a copy from the Quay Shop.

The objectives for 2009 remained largely unchanged i.e. continue to enhance communications with the membership, to develop a sailing section, to make the website self-financing to cover ISP costs and to use the finances wisely for the benefit of all members. CQBHA wished to continue to develop the relationship with MDL and via Jon Eads' membership of the Bridge Operating Board (BoB), hoped to have a positive influence on the use of the Backwater Channel and the operation of the second bridge.

Cruising remained at the heart of the Association. Kevin and Linda Butler were stepping down as Social Secretaries and although Linda was retiring from the committee, Kevin was willing to continue in a new role. The 2009 cruise programme had been organised by Roger Squires. Training events planned included another diesel engine course, first aid and a CQBHA course developed with Powerboat Training UK. Some resources would also be available for free hire. Land based events included a Summer party with a live band and an Abba themed event at the end of the season.

The Chairman concluded his report by thanking the committee for their hard work throughout 2008.

One member commented that his request to MDL via CQBHA for early information on and reduction in 2009 berthing fees had been ignored. The Chairman explained the CQBHA stance on marina issues – that an individual should raise the matter with MDL first. CQBHA would only expect to get involved in the event of an unsatisfactory response and if the matter was in the general interest of members. While no one liked fee increases, Jonathan's consultations with other members had suggested that most were happy with the total berthing package for 2009. This was confirmed by a majority show of hands at the AGM and 6 members indicated they would be emailing with comments.

Dave Wilson responded that the MDL Board had made the decision not to reduce berthing fees for 2009, but had added other benefits to the 2009 package including an increase in the number of free nights at other MDL marinas and fuel available at cost. Dave Wilson further explained that 76% of berth holders had already advantage of the early payment option and he had received only 7 complaints about 2009 berthing fees. Berthing fees were not advertised in advance for commercial reasons.

One member queried why CQBHA was funding the Moving Weather facility. The Chairman explained that this was a joint project with MDL and the initial set-up costs had been shared. In future CQBHA would be funding the annual subscription as a benefit to all Cobb's Quay berth holders.

Secretary's Report

The Secretary thanked the Chairman for his comprehensive report. The secretary's role primarily involved taking minutes from the monthly committee meetings, sending a few letters, proof reading the Horizon's magazine and selling raffle tickets. The rest of the committee members did all the hard work between meetings. This was evident in all the successful events held during 2008 and those planned for 2009.

Treasurer's Report

The Treasurer thanked Sharon Moore for producing the Audit of CQBHA accounts for 2008-2009. Copies were available for members at the meeting. The Association's profits had increased by around £1600, resulting in a healthy bank balance of over £10000.

There being no objections, the audited accounts were considered accepted by the meeting.

Cruising Secretary's Report

To create more time for guest speakers, no separate cruising report was given.

Election of Officers

Jonathan handed over to Mike Brine for the election of officers. Mike reported that one committee member was standing down – Linda Butler – and one advance nomination had been received for Andy Woodhouse. Therefore Mike proposed that the current committee be re-elected with Linda Butler being replaced with Andy Woodhouse. This was accepted unanimously.

Appointment of Auditor

Sharon Moore again agreed to be auditor and this was accepted by members present.

The Chairman then declared the business of the AGM completed.

Guest Speaker 1: Brian Murphy – Harbour Master

The Harbour Master gave a detailed and illustrated presentation of plans for consultation, communication, safety and management of marine traffic movements for the new bridge.

The Twin Sails development was scheduled to start in Autumn 2009. It would require the dredging of a new channel and the removal of 115 existing moorings – both trot and quayside.

Brian described the proposed bridge lift and transit sequence and indicated that this could be continuous in busy periods. At other times there would be an advertised lifting schedule. The Borough of Poole's objective was that road traffic would not be held up for marine traffic. On the busiest summer weekend day an estimated 500 vessels transited the bridge, 400 on a more typical summer weekend day, with 150 on a working day and the busiest bridge lift estimated at 100 vessels. Measures for improving vessel throughput included more frequent openings, continuous openings and temporary moorings in the basin. Operations would be monitored and controlled via VHF, CCTV, loud hailer and an onsite presence in busy times. Although council staff at the Civic Centre would still operate the bridge lifts, the Harbour Master had the authority to order simultaneous bridge lifts if there were safety concerns or in an emergency situation.

As safety was paramount, new bridge management arrangements would be introduced. These included new IALA light signals to control vessel movements, a patrol vessel, a Basin Master, a Basin Control office and new byelaws forbidding people jumping into the basin and fines for vessels ignoring red lights. Eventually there would be 30 temporary moorings in the basin, but 15 would be available initially on the Hamworthy side. The design would not allow skippers or crew to leave their vessel. The new bridge would have a clearance of 2.5m compared with 2.1m for the existing bridge. A VHF channel would be nominated as the Bridges working channel and there would be no unscheduled lifts for commercial vessels without 24hrs advance notice.

The BoB comprised 5 representatives, including Jon Eads from MDL. The minutes of the BoB meetings were available through both Poole Harbour Commission and Borough of Poole websites. The frequency of BoB meetings would increase as the Twin Sails development progressed and operations would be reviewed in the light of experience. Invitations to tender for the new bridge construction would be published in April/May, while dredging and relocation of moorings would begin in August/September 2009. Contractors were expected on site in October/November with completion in 2011. During dredging operations, the BoB may close the Backwater channel for up to 24hrs – but with a minimum of 2 weeks notice.

Brian described 3 modes of basin operation; 'standard' – with less than 30 vessels in the basin, typically during the winter months; 'enhanced' – during the busier summer period and for special events, when the bridge operations would be monitored from the onsite Control Room; 'emergency' – when both bridges would be opened simultaneously.

During the question session, members raised various concerns. These included whether the bridge operators were aware of boat handling issues and Brian confirmed that new Basin Masters would have a nautical background. Concerns were also expressed over the basin capacity. Brian explained that the maximum basin capacity was expected to be 57 vessels in good conditions. Excess vessels may have to hold station but there was also the option for continuous lifts or simultaneous lifts if safety was compromised. Concerns were also expressed about the maintenance and unreliability of the existing bridge, which Brian said was scheduled for further refurbishment.

The Chairman thanked Brian for his very informative presentation and suggested that CQBHA may request another meeting with the membership as the Twin Sails development progresses.

Guest Speaker 2: Frances Collins – Operations Manager, Condor Marine Services

Fran described her career to date, beginning with a cadetship at the age of 16, and progressing through the ranks to Captain of various ships including tankers, cable laying ships, Ro-Ro ferries, Condor and even Girl Fisher.

Fran presented some facts and figures about Condor Vitesse. These included a top speed of 42 knots; a stopping distance of 400m (compared to 5-8 miles for a typical tanker); sucking up 80 tonnes of water per second, including a basking shark on one occasion; inability to see vessels less than 125m away; an aluminium hull, which is a soft metal and easily damaged when docking.

Fran described a typical journey on Condor in high summer, including the pre-departure checks that started at 1am for a 7am departure. Getting out of Poole Harbour could be problematical with a lot of leisure vessels around, many behaving unpredictably. Condor had to stick to a strict timetable to avoid financial penalties. At North Haven, Condor had to keep to the wrong side of the channel to avoid the shallows. During daylight hours there would be one lookout on the bridge, and two at night, but detection of other vessels was still very difficult. Collision avoidance relied on a combination of visual lookout, lights at night, radar and sound signals in fog. The AIS system, although useful, could not be relied upon, as not all vessels carried it. The tragic incident of the 25ft yacht Ouzo and the Pride of Bilbao was a stark reminder of the dangers of collision or near collision at sea.

Small vessels can be especially difficult for Condor to detect for a number of reasons. GRP does not produce a very strong radar target, radar reflectors are often mounted incorrectly, lenses on lights are dirty and of course Condor's speed. Collision

regulations require lights to be visible for a mile, yet Condor travels a mile in only 1.5 minutes.

In response to questions from the floor, Fran advised that could contact Condor on VHF channel 16 if necessary. The tubular radar reflectors used on motorboats were generally effective. In open waters Condor would aim to stay at least one mile away from another vessel. One member suggested the use of cameras to reduce Condor's line of sight restrictions, but Fran explained that they were too vulnerable and easily damaged when travelling at high speed.

Guest Speaker 3: Dave Wilson – Cobbs Quay Manager

Dave began by thanking members for renewing their berths with MDL for 2009. The early payment option had proved popular and the marina was almost full. The MDL benefit of supplying fuel at cost for Outlook members was significant – diesel currently cost 67p/litre compared with 88p/litre at Corrals. 81% of Cobbs Quay berth holders had motor boats. Other benefits in the berthing package for 2009 included 50% off lift outs.

The office staff would be collecting Harbour Dues on behalf of the Harbour Commissioners. Those paying before the end of April would get a discount and a further discount had been negotiated for dry stack boats.

Around the 27th April, a new yard trailer would be arriving. This would enable boats to be stored much closer together, therefore increasing capacity by an estimated 45 boats.

Dave outlined some of the projects planned for the future. These included:- fencing the wall between Cobb's and Davis' yard; remarking and reorganising car parking areas to gain more spaces; fitting fenders to the pontoons used for the dry stack; repairing damaged showers; installing aerated showers to reduce water consumption. Members were again encouraged to notify MDL staff when away overnight, using VHF channel 80. Members who did so would be entered into a monthly draw for a £75 prize and into the end of season draw at the Abba Night for a £500 prize.

As a Health and Safety measure, yellow ladder signs had been installed on the pontoons indicating the direction of the nearest rescue ladder. Dave requested that trolleys should be returned after use – partly in consideration for other berth holders, but also because in an emergency, the Fire Brigade needed 3 trolleys to transport their equipment down a pontoon. Dave also requested that berth holders position their electricity leads so that marina staff could read the meters. Two new dry stack staff had been recruited and a fuel berth operator would be employed for summer weekends and bank holidays.

During the question session, Dave promised to try to improve the turnaround time on the fuel berth, through active staff direction. For the future, he was considering separating the berthing for petrol and diesel. Dave confirmed that the 67p/litre cost for diesel included the 60/40 propulsion/domestic split for VAT purposes. Dave reported that a water holding tank to improve water pressure was not practical. Any degraded hoses on the pontoons would be replaced. In response to complaints that members sometimes found another boat in their berth, Dave explained that a new berthing board had been installed in the office, which should reduce such errors.

Dave concluded his presentation by highlighting the 2009 edition of the Horizons Magazine and said it was the best he had ever seen.

The meeting closed at 12:50.