



## Cobb's Quay Berth Holders Association

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### MINUTES of the ANNUAL GENERAL MEETING Held at COBB'S QUAY YACHT CLUB On SATURDAY 24<sup>th</sup> MARCH 2007 commencing at 10.30 A.M.

#### *Committee Members Present:-*

Jonathan Saunders – Chair  
Carol Turner - Secretary  
Val Grant – Membership Secretary  
Kevin Butler )  
Linda Butler ) – Social Secretaries  
Ken Wragg  
Ian Wateridge  
Peter Hayton  
Clive Snow  
Keith Holland

#### *Apologies from Committee members:-*

Mike Brine – Vice Chair  
Jenny Higson - Treasurer  
Andy Binnington – Retiring Chair  
Martin Ricketts

#### **Chairman's Report**

The Chairman opened the meeting by welcoming both members and the guest speakers: Peter Booth, John Eads, Andy Osman and John Heppel. He asked members to ensure they had signed into the meeting, giving brief details of boat name, berth number and email address, so that the membership database could be updated. He thanked the Yacht Club for hosting the event and the committee members for their hard work over the previous year.

Jon gave an illustrated report and began by reminding members of the Association's published aims and objectives for 2006 – summarised as "Bringing people together to have a better experience cruising from Cobbs Quay and Davis's."

The Association's vision of "Enabling members to go further" was delivered through the very successful 2006 programme of cruises organised by Kevin and Linda Butler. Other social activities in 2006 were the summer Hog Roast, the end of season Weymouth Dinner and the November Fish & Chip cruise around the harbour. Jon reminded members that the Weymouth Dinner 2007 was not limited to those taking part in the cruise to Weymouth – as there were plenty of spaces for those willing to drive to the hotel.

Around 60 new members, including many from Davis's, had joined during the year thanks to the efforts of Keith Holland, Martin Ricketts and the Pontoon Representatives.

The Association's website ([www.cqbha.co.uk](http://www.cqbha.co.uk)) had received around 8000 hits on the Welcome page during the year. This, together with email, was now the main method of communication with the membership. In addition to general information, the website contained links to useful weather sites as well as passage plan forms and worked examples. Passage plans would be recommended for all CQBHA cruises this year.

CQBHA membership benefits included fuel discounts negotiated with Corrals, special merchandise and informal training opportunities. Ken Wragg spoke about the CQBHA insurance initiative. A working party had approached 3 brokers and Mardon had been

selected for further discussions on a comprehensive insurance policy with no nasty surprises hidden in the small print. The working party had subsequently tested the premiums and found them to be favourable. Promotional literature was in production and would be available soon. New members were being issued with laminated membership cards and the committee would discuss the feasibility of issuing these to existing members.

The latest edition of the Newsletter had grown substantially into a magazine, packed with cruise reports and helpful advice. A limited number of paper copies were available, but a copy could be downloaded from the website.

The committee had been acting on behalf of the membership in several areas. Sadly, red diesel lobbying had failed and the new regulations would probably take effect around November 2008 – paying road diesel prices for road diesel. Permission for the second Poole Bridge had been granted. Jon had applied for a position on the new Bridge Operating Board, but had not been selected. However Jon Eads from MDL had been offered the place, so the interests of Cobbs Quay Berth Holders would be represented.

Jon continued to have regular meetings with Andy Osman and the meeting reports were posted on the website. MDL had promised pontoon notice boards very soon and gave tangible support to CQBHA through raffle prizes etc.

The list of 2006 activities on the website would be updated for 2007 and would include continued promotion of safety and informal training. Preference would be given to 'first timers' on Cruises. Social events planned included a Quiz Night, Boat Jumble, BBQ and another Fish & Chip cruise. The committee had decided to abandon the idea of a yacht section in favour of a sports boat section – for which volunteers were sought. The wireless hotspot item would be removed, since it was now available via MDL. Finally a Newsletter item would be added.

Jon concluded his presentation by saying he believed the committee had moved the association forward during 2006. Cruising was still at the heart of the Association, together with developing a good working relationship with MDL. The new Bridge and safe passage of the backwater channel remained a concern. In 2007 the committee wished to get closer to the members and volunteers for Pontoon Representatives were sought.

### **Secretary's Report**

The Secretary thanked Jon for his excellent presentation and said she had nothing further to add.

### **Treasurer's Report**

The chairman presented a report on behalf of the Treasurer. The Treasurer had produced a Balance Sheet summarising items of income and expenditure for the year. The Association's assets were now around £5500. Copies of the Balance Sheet were made available for members at the meeting. The accounts had been audited by Angie Payne and signed off as accurate. The adoption of the accounts was proposed by Clive Snow, seconded by Kevin Butler and adopted unanimously.

### **Cruising Secretary's Report**

Kevin outlined the problems caused by last minute cancellations for cruises. These included loss of rally discounts and insufficient time to offer places to members on the reserve list. In an attempt to overcome this, he would be emailing members and requesting confirmation of cruise participation around 3 weeks before each cruise. Jon thanked Kevin and Linda for all their hard work in making the Cruising programme so successful.

### **Election of Officers**

Jon reported that he had received only one new nomination for Jim Reynolds. He therefore suggested that the existing committee be re-elected en bloc – with the exception of Martin Ricketts and Andy Binnington and the addition of Jim Reynolds. The motion was proposed by Tony Grant, seconded by Ivor Moorhouse and adopted unanimously. A new auditor was required for 2007 and Sharon Moore was proposed by Liz Saunders, seconded by Kevin Butler and adopted unanimously.

The Chairman declared the business of the AGM completed and invited the speakers to talk for around 15 minutes and answer questions for a further 15 minutes.

### **Guest Speaker 1: Peter Booth - Harbour Master**

Peter began his illustrated talk by outlining the Poole Harbour Commissioners' recent activities. A new 12m RIB had been purchased as the standby pilot boat, which would also operate as a patrol launch in the summer. All PHC CCTV, radar, telephone and VHF are recorded to aid incident investigation and deter irresponsible behaviour, with 12 prosecutions in the last year. The harbour entrance remained the most hazardous area and more CCTV was planned for the Wareham Channel water-ski area. The main channel has been deepened and widened to accommodate bigger Brittany Ferries and container ships. A cruise ship conference would take place in Poole later in the year.

Peter acknowledged that the design for the new Poole Bridge was not ideal and a high level option would have been preferable but PHC was not involved in the design. The new bridge would have a similar air height to the existing bridge and construction was scheduled to start in Spring 2008. The Bridges Operating Board (BOB) had advertised for applicants to represent marine users and Jon Eads had been selected to represent the leisure users. Linda Murphy, Chair of Poole Harbour Association, was selected to represent the charter boats, fishermen and slipway users. BOB's role is to ensure safe management of the basin between the two bridges, to consult with the council, monitor effectiveness and recommend changes.

Preparatory work for the new bridge would begin with slipway improvements in April, and relocation of moorings at the end of the season. Plans include electronic air draft signs, CCTV, loudspeakers, an operations building on site that would be manned during the peak season and a PHC vessel available to help in the basin if required. It was planned that the bridges would open every hour – so levelling out demand. Transiting both bridges requires a 3 lift sequence – similar to lock operations and the basin would include some fendered waiting facilities. The basin capacity will change according to wind and tide conditions and would be indicated via red/amber/green signage.

Peter was asked how the number of vessels in the basin would be regulated? Vessels would be prevented from entering the basin and would have to return to their berth at Cobbs Quay or make use of alongside moorings on Town Quay. Simultaneous Bridge lifts were not being considered for high demand – only on safety grounds. Jon commented that the current courteous practise of queuing according to berth position on a pontoon would stop. Peter was asked about accessibility during construction, but he did not foresee any restrictions – except at night.

Kevin asked how this year's 13% increase in Harbour dues could be justified? Peter explained that Harbour dues amounted to £10M – of which £5M was paid by Brittany Ferries. Dues from recreational users amounted to £300,000, and they benefited from buoyage and maintenance of the smaller channels. Members complained about the loss of 1 free night's berthing on the Quay, the loss of air height indicators on the existing bridge and the fact that the Boat Haven was always full, so that Poole appeared unfriendly to visitors. Peter promised that an electronic air height indicator would be installed within in a few weeks.

As there was insufficient time to answer all the audience's questions, Jon suggested that Peter be invited to attend another meeting with members – and the date would be advertised on the CQBHA website. Peter left some copies of the Poole Harbour Guide 2007, the October issue of the Poole Harbour News and the Harbour Master's Newsletter for 2007 for members to take away.

**Guest Speaker 2: Jon Eads, Marina Director, MDL**

Jon Eads began by reassuring members that Cobbs Quay was important to MDL and that MDL shared concerns about the new bridge and its operation. Consequently MDL had applied for and successfully obtained a place on the Bridge Operating Board. Via the BOB, Jon Eads would continue to press for simultaneous lifts at peak periods and suggested that the new bridge could even improve access via hourly or on-demand lifts. The estimated time to transit the bridges was 40 minutes, but boats with a low air height could pass through at anytime.

Jon Eads praised CQBHA and was confident that he would be able to work with the Association to represent their interests via his 3 year membership of the Bridge Operating Board. The BOB was comprised of 1 member from PHC, 2 members representing leisure users and 2 members representing the Highways and Police Departments. The Chairman suggested Jon Eads be invited to attend another meeting with members, when he could report back on the first BOB meeting.

Jon Eads then gave an overview of other MDL activities. The Southampton Boat Show had been very successful in promoting interest in the San Carlos marina where dredging had now started. MDL were investigating other locations abroad including Cherbourg, Cyprus and Malta. In the UK, MDL had taken over the Sparks marina in Chichester and was building a 225 bed hotel with ballroom and spa at Ocean Village, which would open in 2009.

**Guest Speaker 3: Andy Osman – Cobbs Quay Manager**

Andy thanked members for renewing their berthing for 2007, in spite of concerns about the Bridge. This year there would be 60 new berth holders, who would be informed of CQBHA. The dredging between C and D pontoons and the south side of A pontoon had been delayed by one month due to bad weather and Andy thanked members for their cooperation in moving boats. The dry stack extension was now completed and awaiting new pontoons and repairs to the quay wall. Andy acknowledged that boat storage ashore had created car parking problems, but promised that the lower car park would soon be returned for car use. Some bays there had been reserved for disabled drivers and Andy requested that these should not be abused.

Andy was pleased that the good relationship with CQBHA had continued to develop and he felt that 2006 had been the best year so far. Dock staff had now been allocated to each of the pontoons and their photos were posted at the gate. He asked that members advise him of larger boat purchases as soon as possible to avoid berthing problems – and reminded members to notify staff of absences from berth so that visitors could be accommodated.

The pontoons at the fuel berth would be replaced and the new diesel tank had proved successful. This year's Harbour dues sticker was bigger and Andy advised members to expect more checks – with fines if not paid. Andy thanked the CQBHA committee for all their work in enhancing the "Cobbs Quay experience". He gave particular thanks to Kevin & Linda for organising the Cruising Programme and to the Chairman for the regular stimulating meetings.

Members complained that wash from passing boats was a problem for vessels berthed at the ends of pontoons and that dry stack boats also created wash problems for D pontoon. Andy offered to suggest a possible Pontoon Representative for the Dry Stack.

Piles of rubbish and scrap materials would be removed to improve F pontoon parking. He would also investigate moving the gate button on F pontoon to improve security. The main barrier had been repaired, but had then been forced and broken again within 24hrs – so Andy promised to investigate alternative barrier mechanisms.

The house at the entrance to the marina had been purchased by MDL to safeguard future access – and was currently being let. The toilet block near A pontoon was no longer in use, except for the electricity supply and now belonged to Savills. A single gate access to all the pontoons was under consideration to improve security. The corner shop had not proved viable for MDL, so was now available for let to a new tenant.

Jon thanked all the speakers and reminded members that CQBHA merchandise was available to purchase. He concluded by inviting comments and feedback from members, either in person or via the website contact forms. There being no further business, the meeting closed at 12:30 pm