

Cobb's Quay Berth Holders Association

MINUTES of the 2010 ANNUAL GENERAL MEETING

held at COBB'S QUAY BOAT HOUSE

on SATURDAY 27th MARCH commencing at 10.30am.

Committee Members Present:- Apologies from Committee members:-

Jonathan Saunders – Chair Val Grant – Membership Secretary

Mike Brine – Vice Chair Ian Jordan - Webmaster

Carol Turner - Secretary Peter Hayton – Horizons Editor

Jennie Higson – Treasurer

Kevin Butler – Cruise Leader/Web Liaison

Ian Wateridge – Merchandise & Ass. Resources

Clive Snow - No Portfolio

Jim Reynolds – Members Representative

Roger Squires – Cruise Leader

Nina Dunne - Cruising Secretary

Andy Woodhouse – Cruise Leader

Minutes of 2009 AGM

The minutes of the previous AGM held on 4th April 2009 had been posted on the CQBHA website and copies were available at the meeting. Kevin Butler proposed that the minutes should be accepted and this was seconded by Bob Field. There were no matters arising.

Chairman's Report

The Chairman opened the meeting by welcoming both members and the two guest speakers: Jon Eads – Managing Director, MDL Marinas and Dave Wilson – Marina Manager for Cobb's Quay. He also thanked the Boat House staff for hosting the AGM.

Jonathan gave an illustrated report and began by reviewing the CQBHA aims and objectives for 2009 - as published on the CQBHA website (www.cqbha.org). A key strategy had been to enhance communication with members via the monthly email newsletter. This would increase in importance during 2010 for updates on the new bridge. It was therefore critical that members provide an up-to-date email address. Jonathan also stressed that he acknowledged any email received. CQBHA also continued its efforts to be recognised by MDL as a valuable partner.

Most of the cruises planned for 2009 had taken place and cruising remained a core CQBHA activity. Social events included a Boat Jumble, Summer Party, Weymouth Dinner, Abba Night and Fish & Chip Cruise. Training events included a diesel engine course, a Ladies Training day and bespoke courses arranged in conjunction with Powerboat Training UK. Three visits to Poole Harbour Control had been arranged with support from Harbour Control Officer Brad Bradshaw.

There had been many successes during 2009. Over 40 new members had joined CQBHA – bringing the total number to almost 750. In addition to the monthly email newsletter, communication with members continued via the CQBHA website. Special thanks were due to web master Ian Jordan and Kevin Butler in his web liaison role. The Association had consulted with the membership - about Marina matters including fees, as well as proposed lights and signals for the operation of the new bridge. Feedback from consultations had been posted on the website and circulated by email. The website remained self-financing and prudent financial control had provided a 'war chest' for bridge issues. CQBHA had also been able to subsidise training courses and provide free loan of Cumberlidge Way Point Directories as well as DVDs on pilotage and radar. These resources were available via the Quay Shop. CQBHA had also provided sponsorship for the 2009 MDL fishing competition.

The CQBHA objectives for 2010 remained the same – with only one exception. During 2009 CQBHA had been unable to develop a sailing section. Although a couple of volunteers were willing to provide leadership, there were not enough interested members to lead – so this objective had been dropped for

2010. The two key priorities would be to positively influence the functionality of the second bridge, and to increase membership by 50.

The committee plans for 2010 included cruises to the Isle of Wight, Solent, Channel Islands, France and the West Country. The committee proposed changes to the cruise organisation – with the introduction of a revised Cruising Secretary role for administration and three Cruise Leaders. The 2010 programme recognised the need to keep down costs and there would be a greater emphasis on safety aspects and passage planning at the mandatory pre-cruise briefing. Further information was available on the website.

The committee planned further subsidised training opportunities, including a diesel engine course, a First Aid course run by Frances Collins, Ladies Training and specific CQBHA 'new' boater training. The resources library would continue to be available for free hire. Jonathan asked the members to email him with any other training suggestions. He also appealed for Pontoon Reps, specifically for 'B' pontoon and Davis' Yard. Anyone prepared to volunteer should contact Jim Reynolds.

Other planned events included a Boat Jumble, a Summer Party and a 'Grease' themed end of season event. The Summer Party would feature the same live band as in 2009 and MDL would be supplying the food this year. The Fish & Chip Cruise was still under consideration and the committee welcomed suggestions for other events.

The Twin Sails project appeared to be going ahead in 2010, so it was a CQBHA priority to continue to positively influence the protocols and use of the two bridges. In particular, the committee, on behalf of CQBHA, would continue to lobby the BOB (Bridges Operating Board) for a 'double lift for safety' - whenever the basin capacity, determined by wind and tide conditions, was exceeded. The Chairman expressed his hope that MDL and CQBHA would continue to 'speak as one voice' in their dealings with the BOB through Jon Eads.

The latest issue of the CQBHA Horizons magazine was 'hot off the press'. Printed copies were available for purchase via the Quay Shop and an electronic version would be made available via the website. Jonathan requested feedback and articles for the next edition. He also reminded members to update the membership secretary with contact details and email addresses.

The Chairman concluded his report by thanking the committee for their hard work throughout 2009 and for moving the Association forward with its vision of 'enabling members to go further'.

One member queried what the CQBHA fallback position would be if the double lift for safety was not secured and Jonathan promised to give this further thought. Another question concerned the control of the bridges – which would be on site during peak times, but otherwise from the Town Hall.

Secretary's Report

The Secretary thanked the Chairman for his comprehensive report and the other committee members for all their hard work during the year. The monthly committee meetings benefited from Jonathan's excellent chairmanship skills in maintaining order, proposing sensible solutions to problems and injecting humour. The Secretary recommended the latest edition of the Horizons magazine – and as one of the proof readers could claim to have read every word.

Treasurer's Report

The Treasurer thanked Sharon Moore for producing the Audit of CQBHA accounts for 2009/2010. Copies were available for members at the meeting. The Association's events in 2010 had resulted in a small profit – maintaining the total bank balance of just over £10,000. Ivor Moorhouse proposed that the accounts should be accepted. This was seconded by Alan Wills and accepted unanimously.

Cruising Secretary's Report

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

Election of Officers

Jonathan reported that one written nomination had been received for Nina Dunne as Cruising Secretary and that all the current committee members were willing to stand for re-election. He therefore suggested that the current committee be re-elected en bloc with the addition of Nina Dunne. This was proposed by Jill Snow, seconded by Bob Field and accepted unanimously.

Appointment of Auditor

As there were no other volunteers, Sharon Moore again agreed to be auditor and this was accepted unanimously.

The Chairman then declared the official business of the AGM completed.

Guest Speaker 1: Jon Eads – MD – MDL Marinas

Jon gave an illustrated presentation of the Twin Sails project, from his position on the Bridges Operating Board (BOB) – a post for which both he and the Chairman had applied.

A new Backwater crossing had been on the Poole Borough Council (PBC) agenda for over 30 years. Various options had been considered, including a high level non-opening bridge, a causeway and a tunnel. In 2005, a Public Enquiry took place and MDL funded a QC to represent Cobbs Quay in the request for dredger access and simultaneous bridge lifts. The latter has never been agreed because the council wishes to keep road traffic moving at all times. The plans include a meeting for PBC and Poole Harbour Commissioners with the preferred contractor in early April. Construction traffic will use the old Power Station site and the build will begin in June from the Hamworthy side. The build will commence with the construction of the bridge towers, then the walkways and finally the addition of the two leaves. During construction, the Sunseeker pontoons will be cleared. The new bridge is expected to be operational in 2012.

The BOB comprises 5 people: Harbour Master Brian Murphy as Chairman; Jon Eads representing leisure users including Sunseeker; Linda Bourne representing commercial users, fishermen and hire boats; policeman Scott Oliphant representing road traffic; and John Rice from PBC. The BOB's role is to make 'expert' recommendations to PBC about bridge openings and timings. The Harbour Master is ultimately personally responsible for safety. Brian, Jon and Linda have experience in navigation matters. Through Jon, there is close liaison with CQBHA. The BOB will be in force for at least another 2 years and its recommendations to date include holding berths on the Hamworthy side and properly trained bridge operators with knowledge of boat handling, winds, tides, navigation etc. As MDL operate locks at Hythe and Chatham, Jon was able to supply training documents to support these recommendations.

During the question session, Jon answered several queries about the proposed lifting cycle and schedule. Hourly lifts are currently planned. Bridge operation involves a sequence of 3 openings with one bridge opening twice in the cycle. Opening failures would be avoided through the use of backup hydraulics. Simultaneous lifts and a continuous cycle of lifts at peak times were still under consideration. The lift cycle time was currently unknown. Boat traffic would be controlled through the use of IALA lights. Management of low draught vessels not requiring a bridge lift was still under consideration.

Jon believed that that Government funding would still be secure even if there was a change of central Government. The loss of Barfleur ferry traffic was estimated to result in only a 1.3% reduction in road traffic. Permanent berthing in the basin area would be removed and boat friendly holding facilities were promised. There were safety concerns about traffic exiting the basin into vessels waiting to enter the basin – however this situation already occurred with the current single bridge lift. The Chairman believed that boaters needed assurance that they would get through a particular lift cycle.

Jon expected the frequency of BOB meetings to increase once construction started. Information would be passed to CQBHA members via email and members should make an effort to respond so their views could be passed back to the BOB. The Chairman promised that he would convene a general meeting for the membership with the Harbour Master in due course.

Guest Speaker 2: Dave Wilson – Manager – Cobbs Quay Marina

Two questions for Dave Wilson had been received in advance of the meeting - on parking issues and electricity. Dave began his presentation by thanking those present for renewing their berths for 2010. He welcomed any new berth holders and stated that his office door was always open to discuss any concerns.

This was followed by a special presentation of a framed aerial photograph of Cobbs Quay Marina to Anne Dawson. Anne and her husband were now retiring from boating after being berth holders for 33 years. Anne thanked MDL staff and commented on the friendships that had developed during this period. (Copies of the aerial photograph are available from the Office for £19.95)

Dave reported that plans for an electronic Bridge Height Monitor had stalled, but he planned to introduce a 'low tech' alternative by marking the pontoon piles.

Marina security had been a major issue last year. In the event of theft, berth holders needed to be able to identify their possessions, for example via serial numbers. Dave recommended the use of a SelectaDNA kit and he planned to post signs throughout the Marina advertising its use - to act as a deterrent to thieves. Alison from Streetwise explained its use and benefits. A kit comprised a UV marker as well as uniquely numbered microdots in a solution, which could be painted on almost any surface and in obscure places. When stolen goods were recovered, the police would use UV torches to identify marked items and then a microdot reader to identify the owner. If owners sold marked items, then the microdot serial number could be transferred to the new owner via an online registration process. Dave had 200 kits available at a discounted price of £20.00.

Last year, in conjunction with Roger Squires, Dave had managed to identify a number of extra parking spaces. However this year, Dave was proposing to control parking through the use of parking passes. Each berth holder would be issued with 2 passes. Guests of berth holders could obtain a pass from the office. Other visitors would need to obtain a free 4- hour ticket from a machine scheduled for installation in May. Vehicles failing to display a valid pass or ticket would get a yellow sticker for the first offence. On the second offence, a red sticker would be issued and car details passed onto an external company to pursue a £75 fine. Dave asked for Berth Holders' assistance in policing the new system. In the event that it was unsuccessful, a Pay and Display system would be considered.

Dave advised that the Ladies showers would be refurbished after Easter. This involved replacing the internal walls and was estimated to take 10 days. Extra CCTV would be installed in an attempt to reduce damage and vandalism.

As last year, Dave planned to employ a fuel berth attendant during peak times. A new and faster petrol pump would be installed. In November, he planned repairs to the fuel berth walls – and there would be no petrol available while this was in progress. Two separate fuel berths were also under consideration.

The dry stack now had three new members of staff, who were very enthusiastic and were being trained.

Dave welcomed Cobbs Quay Dry Storage as a new business to the marina, operated by two existing berth holders. It provides 120 secure stores of various sizes, in a CCTV monitored area, with 24/7 access.

On the topic of Harbour Dues, Dave explained that berth holders could obtain a 10% discount from the Office – and Dry Stack berth holders would receive 25% discount.

Dave promised to support CQBHA events as much as possible. In addition he planned a crab fishing competition from the berths on both May Bank Holidays. A fishing competition with BBQ was planned for 17th July.

Returning to the topic of Marina security, Dave commented that thieves were likely to take bigger risks in a recession. So far this year, 3 thefts had been caught on CCTV. MDL wanted to be as proactive as possible and asked that berth holders remain vigilant and report anything suspicious to Office staff. It was suggested that the main gates should be locked earlier, but Dave explained that the site had to remain as open as possible for the 28 tenants at the marina.

Over the past 30 years, the demand for electricity during the winter had increased and the local substation could no longer cope. Therefore a generator had to be hired at a cost of £26,000 and £600 of fuel per day. These costs were not passed onto the berth holders and MDL did not make any profit from electricity charges. Dave promised that more electric points would be installed to reduce the need for

splitters and asked that berth holders make their meters visible, so that accurate readings could be taken. Dave admitted that the generator had not been installed early enough this year. The purchase of a generator was under consideration – but MDL needed to monitor the impact of the second bridge on the average boat size at Cobbs Quay. A new substation was not a viable option.

Dave explained that there were currently 60 boats on a waiting list for a lift-out. Up to 17 lift-outs could occur in a day as a result of investment in new equipment, but there were often last minute cancellations. The 6 week package would be offered again in 2010, but with different dates to increase availability.

In the question and answer session, Dave explained that the mast removal service had been discontinued, as there had been only 6 requests within 3 years. With regard to bilge water disposal, Dave recommended the use of OBI pads to absorb the oil, so that the remaining water could be discharged without fear of contamination. The shower block doors had been left unlocked for many months, but as non-berth holders had been discovered using the facilities, re-introduction of the lock was under consideration. Hot water problems in the shower block were a result of the distance from the hot water tank. Dave recommended the use of disposable sheets costing 89p, to collect debris, nails etc from maintenance on boats that had been lifted out. He also asked berth holders to make proper use of the rubbish bins provided.

The meeting closed at 12:35.