



## Cobb's Quay Berth Holders Association

### MINUTES of the 2011 ANNUAL GENERAL MEETING held at COBB'S QUAY BOAT HOUSE on SATURDAY 26<sup>th</sup> MARCH commencing at 10.30am.

#### *Committee Members Present:-*

Jonathan Saunders – Chair  
Mike Brine – Vice Chair  
Carol Turner – Secretary  
Jennie Higson – Treasurer  
Kevin Butler – Cruise Leader/Web Liaison  
Ian Wateridge – Merchandise & Ass. Resources  
Val Grant – Membership Secretary  
Jim Reynolds – Members Representative  
Peter Hayton – Horizons Editor

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

Nina Dunne – Cruising Secretary  
Ian Jordan – Webmaster  
Clive Snow – No Portfolio  
Andy Woodhouse – Cruise Leader  
Roger Squires – Cruise Leader

#### **Minutes of 2010 AGM**

The minutes of the previous AGM held on 27<sup>th</sup> March 2010 had been posted on the CQBHA website and copies were available at the meeting. Ivor Moorhouse proposed that the minutes should be accepted and this was seconded by Beatrice Dopita. There were no matters arising.

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

The Chairman opened the meeting by welcoming both members and the guest speakers: Brian Murphy – Harbour Master, Richard Bruten - Project Manager, Hochtief (UK) Construction Ltd, Jon Eads – Managing Director, MDL Marinas and Dave Wilson – Marina Manager for Cobb's Quay. He also introduced the committee members and thanked the Boat House staff for hosting the AGM.

Before starting on his report, Jonathan introduced Josh Ellis, who planned to jet ski to Alderney and back for charity. He also advised that CQBHA burgees were available for sale at £17.50.

Jonathan then gave an illustrated report and began by reviewing the CQBHA aims and objectives for 2010 - as published on the CQBHA website ([www.cqbha.org](http://www.cqbha.org)). The main emphasis during 2010 had been to positively influence the operation of the second bridge. Other priorities had been to increase content for the Horizons magazine and make it self-financing, as well as to increase CQBHA membership.

Three of the eight cruises planned for 2010 had been cancelled due to bad weather. Successful social events included a Boat Jumble, Summer Party and the Weymouth Dinner. The Summer Party was held in a Marquee with live band and food provided by MDL. Sadly, the Grease Night in the Boat Shed had been cancelled due to poor advance ticket sales. No Fish & Chip cruise was held in 2010.

Training events included diesel engine maintenance 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.

During 2010, CQBHA acquired 20 new members. Communication with the membership continued via the monthly email newsletter and the CQBHA website. The email newsletter

now included regular bridge build updates from Richard Bruten and operational updates from the Harbour Master. Therefore it was more important than ever that CQBHA had current email addresses for members. The website remained self-financing and had received 900 hits in January 2011 with 15000 hits in a 3 month period.

The Association continued to consult with the membership and the Chairman reiterated his promise to respond to any email received. Continuing prudent financial control had retained a 'war chest' for bridge issues.

The two key CQBHA objectives for 2011 would be to increase membership - especially among the dry stackers - and to continue to positively influence the operation of the second bridge.

The committee plans for 2011 included cruises to the Solent, Portsmouth, Channel Islands, Cherbourg, St Vaast, Caen and Ouistreham - as well as providing further training opportunities. Jonathan also appealed for Pontoon Reps and asked anyone prepared to volunteer to contact Jim Reynolds. Other planned events included a Boat Jumble and a Summer Party, with MDL once more supplying the food. The Twin Sails bridge was scheduled to be operational by January 2012 and CQBHA would continue to lobby the Bridges Operating Board for a 'double lift for safety'.

The Chairman concluded his report by thanking the committee for their hard work throughout 2010 - in particular the two retiring committee members, Roger Squires and Andy Woodhouse, who had both acted as Cruise Leaders - and greatly assisted with the CQBHA vision of 'enabling members to go further'.

### **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.

### **Treasurer's Report**

The Chairman presented accounts for 2010/2011 - which had been audited by Sharon Moore - and 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. Kevin Butler proposed that the accounts should be accepted. This was seconded by Sarah Cloke 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 Sarah Cloke, from Peter Hayton and seconded by Jim Reynolds. Two committee members were retiring, but the remaining committee members were willing to stand for re-election. He therefore suggested that the committee be re-elected en bloc with the omission of Roger Squires and Andy Woodhouse and with the addition of Sarah Cloke. This was proposed by Ivor Moorhouse, seconded by Steve Cloke and accepted unanimously.

### **Appointment of Auditor**

A new auditor - Dave Whale - was proposed by Sarah Cloke, seconded by Jonathan Saunders and accepted unanimously. The Chairman also thanked the retiring auditor, Sharon Moore, for her services over the previous years.

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

**Guest Speaker 1: Brian Murphy – Harbour Master**

Brian began by stating that he would be making regular contributions to the CQBHA monthly email newsletter to provide updates on the Twin Sails project. Poole Council's priority for the project was to keep traffic flowing and minimise delays to the motorist. Brian gave an illustrated presentation of the new lights and the proposed 3 lift operating sequence. Further details are available on the PHC website and in a leaflet entitled 'Poole Bridge Maritime Navigation Signals Revised Edition December 2010' available from the MDL Office.

The proposed timetable for 2012 included hourly lifts for peak periods, with the 3 lift sequence initiated by the upstream (new) bridge between 05:00 – 14:00 and initiated by the downstream (old) bridge between 15:00 – 23:00. Further options for peak periods were under consideration – including a 4<sup>th</sup> lift or continuous lifts until any backlog had cleared. (Ten years ago, the maximum number of vessels waiting for a lift was recorded as 100. Events such as the Bournemouth Air Show would probably increase demand – and 140 was recorded as evidence for the Public Enquiry).

The new lighting signals prohibit vessels from proceeding until both bridge leaves are fully lifted, which increases the waiting time by an estimated 1.5 minutes. Brian emphasized that feedback from boat owners and evidence from the 21 CCTV cameras could influence the operational sequence over time. Jonathan again appealed for a free flow option in exceptional conditions – for stress of weather and navigation.

From June 2011 onwards, the new light controls would apply to both the existing bridge and new bridge channel, with the objective of controlling the number of vessels in the basin. The Harbour Master requested that any queries should be forwarded via Jonathan. Brian also advised that any contingency plans - should the Twin Sails leaves fail to open - were the responsibility of the Borough of Poole and he did not think a backup generator was planned.

West Quay leaseholders were due to vacate during April and the Bridge Control room would be operational from June. In the short term it would be permissible to berth against Jenkins and Hochtief vessels within the basin, while waiting for a lift. Eventually there would be short term berthing facilities for 15 vessels - allowing for up to 30 vessels to tie up if rafted 2 deep.

**Guest Speaker 2: Richard Bruten - Project Manager, Hochtief (UK) Construction Ltd**

Richard gave an illustrated presentation on the Twin Sails project, which was on target for completion in January 2012. From June 2011, there would be a reduced navigation channel past the new bridge and during September the channel would be repositioned through the gap for the new leaves.

Along with technical details of the construction methods involved, Richard explained that the Twin Sails bridge would take around 2 minutes to open and was designed to be low maintenance. It incorporated a pedestrian walkway, wide enough for two supermarket trolleys to pass, a cycleway as well as lighting designed for both safety and aesthetics. The leaves could be opened provided the wind did not exceed 70 mph. He commented that it was not unusual that no backup generator was included and in the event of a power failure the leaves could be closed.

### **Guest Speaker 3: Dave Wilson – Cobb’s Quay Marina Manager**

Dave introduced Richard Marshall as the new Assistant Manager – previously from Hythe and Hamble Point Marinas – and in post since January.

On the topic of winter storage ashore, Dave explained that in the previous year up to 91 customers had been on a waiting list. The situation had improved this year and there was no waiting list - as a result of boat storage having a higher priority than cars in the car park. Over the winter the fairway had been dredged. The fuel berth was being improved, the wall repaired and the pontoon lengthened to allow mooring for 4 boats at a time. However there would still only be two pumps – one for petrol and one for diesel.

Dave reported that he had received a petition to provide some facilities for children. In response, the old shower block was being refurbished and equipped with a satellite TV, play station and table football. He appealed for other equipment for the facility, which would be open by Easter – and a competition was planned to find a name.

During May, Dave planned to offer boat handling training using the MDL boat. This would primarily focus on berthing and holding station. Dave also offered to go on board berth holders own boats to give advice. The annual MDL Fishing Competition and BBQ was scheduled for the 9<sup>th</sup> July.

New tenants at Cobb’s Quay included the Lock-up Store, Boatylicious and Marine Options. Electric supply problems were being addressed and extra sockets installed on ‘A’ pontoon. An automatic barrier was planned for the slipway.

Dave was optimistic about the proposed hourly lifts for the two bridges and emphasised the need for feedback to further influence bridge operations. The bridge air height was now visible via markings on the pontoon piles. It was suggested that the MDL start of season letter should encourage low draft vessels to time departures and returns to avoid scheduled bridge lifts.

One member complained that boats were not slowing down and were causing problems for berth holders at the end of ‘A’ pontoon. Dave promised to speak to staff at Davis’ yard and put up ‘No wash’ signs. Another member queried the progress on the car park ticketing plans announced at the 2010 AGM. Dave explained that these had stalled due to the expense of installing the ticket machine.

For the coming winter season, Dave planned to offer incentives to encourage winter lift outs before Christmas, such as a longer period of free storage ashore.

### **Guest Speaker 4: Jon Eads – Managing Director, MDL Marinas**

Jon confirmed that the old bridge had a back-up generator and he believed the BOB would develop contingency plans for lift failures on either bridge. However he believed that members needed to experience the new bridge operating procedures and not try to pre-judge them.

PHC were working on plans for a new marina near Poole Yacht Club – and were carefully monitoring the wind farm proposals – as Poole would be the closest Port.

MDL remained committed to Cobb’s Quay and was spending £500,000 on improvements. Jon also observed that Cobb’s Quay had the strongest Berth Holders Association within the MDL group.

The meeting closed at 13:05.