



## Cobb's Quay Berth Holders Association

### MINUTES of the 2012 ANNUAL GENERAL MEETING held at COBB'S QUAY BOAT HOUSE on SATURDAY 17th 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  
Clive Snow – No Portfolio

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

Nina Dunne – Cruising Secretary  
Ian Jordan – Webmaster  
Sarah Cloke – No Portfolio

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

The Chairman opened the meeting by welcoming both members and the guest speakers: Guy Malpas & Candi Abbott from the RYA, Paul Glatzel of Powerboat Training UK, Peter Hogsden – Marina Manager at Cobbs Quay, Jon Eads – Chief Operating Officer, MDL Marinas and Dave Wilson – MDL Regional Director. He also introduced the committee members and thanked the Boat House staff for hosting the AGM.

Jonathan then gave an illustrated report and began by reviewing the CQBHA aims and objectives for 2011 - as published on the CQBHA website ([www.cqbha.org](http://www.cqbha.org)). The main emphasis during 2011 had been to positively influence the operation of the second bridge, as well as increasing CQBHA membership.

Member events during 2011 included the cruising programme, a Boat Jumble and a Summer Party. Unfortunately the 2011 Summer Party had resulted in a small financial loss, so the committee planned a less ambitious event for 2012 using a smaller marquee. Jonathan asked members to send him any views on this and guaranteed to reply to all emails received.

A number of bespoke Training Courses had been organised in conjunction with Powerboat Training UK. More visits to Poole Harbour Control had been arranged with support from Harbour Control Officer Brad Bradshaw as well as a visit to the new Bridges Control Room.

During 2011, CQBHA acquired 27 new members – with the membership total now exceeding 800. Communication with members continued via the monthly email newsletter, the CQBHA website and the Pontoon Representatives. Members had been kept informed of channel closures and sent updates from the Harbour Master. The website had also been enhanced with a photo blog.

The Committee continued to consult with the membership over various matters including the Studland seahorses – but the number of responses was disappointingly low. Continuing prudent financial control had retained a 'war chest' for bridge issues, enabled subsidised training courses and sponsorship for the MDL Fishing Competition.

The CQBHA website had received 1500 hits during February and over 15000 hits during 2011. The Home, Cruise Programme and Weather pages were the most popular.

The key CQBHA objectives for 2012 would be to continue to positively influence the operation of the second bridge, maximise the opportunity offered by the RYA Active Marina Programme for member training, develop a new website and increase membership by at least 20.

The committee plans for 2012 included cruises to the Solent, Cherbourg, West Country and the Channel Islands – some with options to combine 2 short cruises into a longer cruise. To date the Cherbourg cruise had only 3 bookings – so might be cancelled. The Channel Islands cruise was offered as part of the Active Marina programme. The committee planned further subsidised training courses in conjunction with the RYA Active Marina Programme. Course topics would include bridge use, small boat mooring skills, ladies training as well as shore based passage planning and pilotage. Jonathan appealed for more Pontoon Reps – particularly from yachting and dry stack members. The Committee would continue to represent members via meetings with MDL and by providing input to Jon Eads for the Bridges Operating Board. Other planned events included a Boat Jumble and a Summer Party, with MDL once more supplying the food. Ideas and volunteers were sought for events suitable for dry stack users and members with yachts.

With the Twin Sails bridge now operational, CQBHA would continue to lobby the Bridges Operating Board for a 'double lift for safety' and try to positively influence the protocols and use of the bridges.

Communication remains a high priority for 2012 and Jonathan asked members to notify CQBHA of changes to email addresses. Contributions were invited for the next edition of the Horizons magazine – with publication now planned for June.

The Chairman concluded his report by thanking the committee for their hard work throughout 2011. In summary, while cruising remained a core activity for the Association, fuel price rises would force some changes and CQBHA would strive to influence the Bridges Operating Board in cooperation with MDL.

### **Secretary's Report**

No separate Secretary's report was given.

### **Minutes of 2011 AGM**

The minutes of the previous AGM held on 26th March 2011 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 Jim Reynolds. There were no matters arising.

### **Treasurer's Report**

The Chairman presented accounts for 2011/2012 – which had been audited by the Michael Dufty Partnership Limited. Copies were available for members at the meeting. While the Association's events in 2011 had resulted in a small loss – CQBHA still maintained a bank balance of just over £10,000. The income and expenditure figures for berthing in France were different because of exchange rate fluctuations. Clive Snow proposed that the accounts should be accepted. This was seconded by Beatrice Dopita and accepted unanimously.

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

No separate cruising report was given.

### **Election of Officers**

No nominations had been received and Sarah Cloke had decided to retire from the committee. The remaining committee members were willing to stand for re-election. The Chairman therefore suggested that the committee be re-elected en bloc. This was proposed by Ivor Moorhouse, seconded by Gill Snow and accepted unanimously. The committee would co-opt other people if required.

### **Appointment of Auditor**

The current auditor – Dave Whale – from the Michael Dufty Partnership Ltd was re-elected.

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

### **Guest Speaker 1: Guy Malpas & Candi Abbott – RYA Active Marina Programme**

Guy explained that the RYA Active Marina Programme was designed to support marina operators in organising training opportunities, cruises and social events. This would be in partnership with any Berth Holders Association – if one existed. 12 marinas had been involved in a pilot programme throughout 2011 and 42 marinas had been selected for the 2012 programme – including Cobbs Quay.

Training workshops covered manoeuvring and berthing, crew training and development, ladies days, entering and leaving locks, seamanship skills, local pilotage and basic navigation. In the pilot programme, 332 people had attended workshops and only 1 negative feedback had been received.

The Cobbs Quay Programme would be advertised on posters around the marina and members were encouraged to get involved.

### **Guest Speaker 2: Paul Glatzel – Powerboat Training UK**

Paul explained that the RYA Active Marina Programme extended the CQBHA Training modules previously available. Shore-based training was free but required a £10 refundable deposit. This covered pilotage for the planned CQBHA cruise to the Channel Islands. Practical training courses would cost £5 and cover close quarter manoeuvring and boat handling between the bridges. Bookings could be made via Ian Wateridge at the Quay Shop with fees payable in cash only. The courses were suitable for both adults and children. Paul concluded by stating that many of the Cobbs Quay tenants, the BMF (British Marine Federation) and the RYA were now providing input to the Bridges Operating Board.

### **Guest Speaker 3: Jon Eads – Managing Director, MDL Marinas**

In his introduction, the Chairman reminded the meeting of CQBHA's involvement in the Public Enquiry over the Twin Sails Bridge. Subsequently both he and Jon Eads had applied for a position on the Bridges Operating Board (BOB) – and Jon Eads had been appointed. CQBHA was now aligned behind MDL in its dealings with the BOB.

Jon Eads began by explaining the BOB membership. He was representing recreational boaters, Linda Bourne represented commercial boaters, policeman Scott Oliphant was representing road users, Harbour Master Brian Murphy was the BOB Chairman and represented Poole Harbour Commissioners (PHC) and John Rice represented the Borough of Poole (BOP). Minutes of the BOB meetings were available via both BOP and PHC websites.

At the Public Enquiry, MDL had employed a barrister who had secured an agreement between BPO and MDL – known as the Third Schedule Deed. This enshrined many

requirements including principles for peak and weekday schedules, bridge operations from the basin area and training for bridge operators (who also provide the Lifeline service and help for car parks). To date, 34 BOP staff had been trained in bridge operations.

Jon Eads acknowledged that the first published bridge lift schedules had caused great concern amongst both commercial and recreational boaters – especially as the Third Schedule specified a 3 lift cycle for each bridge lift. While the Summer Weekend timetable was not likely to change, the Summer Weekday and Winter schedules would need to be re-issued. The BOB had the power to make minor changes to the schedule without the need to refer back to the BOP. It had been estimated that it would take 5-7 minutes to redirect the traffic between the bridges, based on the time taken for a fast commuter cyclist. Feedback was sought from CQBHA members and a standard form would be circulated by email. These would then be collated by the CQBHA Chairman for submission to the BOB.

Jon Eads reported that the iconic Twin Sails bridge had already suffered a number of problems. The tarmac at the tip of the sail had fallen off and the cause was under investigation. All the tarmac would have to be removed and replaced – and further channel closures had been agreed at short notice for 26<sup>th</sup>/27<sup>th</sup>/28<sup>th</sup> March – to avoid impacting on the Easter weekend. There were also problems with the shock absorbers – and BOP would not ‘accept’ the bridge from Hochtief until they had been resolved.

Jon Eads then invited questions from the floor, during which he acknowledged CQBHA's demand for ‘a double lift for safety’ and confirmed that the Harbour Master was responsible for safe navigation between the bridges. Questions included whether the bridge schedules were being restricted by bus timetables, whether the Summer weekend schedule could be extended to include Fridays and maintenance plans for Poole Bridge. Jon Eads explained that the BOP was required to send maintenance plans to BOB. He confirmed that Poole Bridge needed maintenance on the link spans, estimated to take 9 months, but this was unlikely to occur in 2012 due to lack of funds.

With fixed times for the first bridge lift, but only indicative times for the second lift, some members felt it would be difficult to know what time they should be ‘on station’ if going in the opposite direction to the expected flow. Members also raised concerns about the temporary moorings in the basin, especially the lack of cleats. Jon Eads confirmed that low draft vessels can ‘proceed with caution’ if 3 red lights and 1 yellow light was displayed. Furthermore light signals would be changed to allow vessels to ‘proceed with caution’ while bridge leaves were lifting. He also acknowledged difficulties in seeing the light signals on the Twin Sails bridge totems, which Hochtief was investigating. Three red lights indicated vessels must stop and this applied to the whole bridge span – not just the lifting section. The intensity of the light signals at night could be reduced using the brightness control facility. Tannoy announcements would also be broadcast on VHF Channel 12.

In conclusion, Jon Eads was confident that by the next CQBHA AGM, most of the Bridge problems would have been successfully resolved.

#### **Guest Speaker 4: Peter Hogsden – Cobbs Quay Manager**

Peter Hogsden had recently taken over from Dave Wilson. Other staff changes at Cobbs Quay were as follows:- Hazel had retired and been replaced by Kelly. Sophie had taken over the lift-out bookings. Viv had been replaced by Mandy and a new receptionist would be starting soon.

Recent activities at Cobbs Quay included the completion of dredging between A & B pontoons and the appointment of new cleaning contractors. The fuel berth would be manned during the summer weekends and the Dry Stack office might be moved, so fuel could be served during the winter months. Self service fuel was also under consideration and more electric points were planned for A pontoon. As in previous years, a discount was

available for Harbour Dues purchased before the end of April. The Freedom Berthing arrangement had now been extended to include the MDL marinas in Spain. Private berth swaps for unlimited periods could also be organised via the MDL website.

MDL would be providing free tea/coffee and cakes at the CQBHA Boat Jumble on 31<sup>st</sup> March and also arranging a children's colouring competition. MDL would be supplying food for the CQBHA Summer Party. The annual Dogfish Dave fishing competition and BBQ was planned for 7<sup>th</sup> July, with proceeds going to the Macmillan Cancer charity. A children's crabbing competition would be held on 5<sup>th</sup> August and the St Malo trip was scheduled for 7-9<sup>th</sup> December.

In answer to questions from the audience, Peter said new hosepipes were being fitted on the pontoon and they would have end locks. He also promised to investigate again the possibility of a bridge air draft repeater display at Cobbs Quay and whether this could be funded from Harbour Dues. In the meantime, some markers had been painted on the pontoon piles.

**Guest Speaker 5: Dave Wilson – MDL Regional Manager**

Dave Wilson explained that he had now been appointed as MDL Regional Manager for the Hythe to Plymouth area. This role was created to assist the MDL Marina Managers and so reduce the workload for Jon Eads. The Dogfish Dave family event would include sealed bids for Dave to join a berth holder on their own boat. Dave concluded his talk by promising to provide support to Peter Hogsden in his new post.

The meeting closed at 12:40

