



Minutes
BI-Annual Berth Holders Meeting
Saturday 4th March 2023
Southern Waters Room
Note: PowerPoint Presentation

1. WELCOME

John Petschel welcomed all

The marina committee is unchanged for 2023
All staff remain same

John explained the background of the committee members, and their professional input.

2. APOLOGIES AND ATTENDANCE

Apologies: Ian Mellet, Andrew Cooper, John Spragg
Andrew Rosza

Attendees:
1. John Petschel
2. Georgina Plumridge
3. John Plumridge
4. Matt McCarthy
5. Nigel Prince
6. Alistar Singh
7. Peter Langford
8. Philip Endersbee
9. Rod Blackburn
10. Paul Devereaux
11. Peter Taylor

12. MINUTES OF THE PREVIOUS BERTH HOLDERS MEETING (Sept 2022)

The Chair asked if there were any questions on the minutes and as there were none the minutes of the Berth Holders Meeting held on September 2022 were approved.

No questions regarding previous minutes

Proposed: Phil Endersbee

Seconded: Al Singh

13. MARINA OPERATIONS REPORT – Albé Bosman

Test and Tag, poor turnout for free test and tag program (28 leads 3 failed) , this is a free service to members and we encourage all berth holders to bring their leads in for test and tag. Other marinas intervene by cutting power to non-compliant vessels, and this may have to be considered in the future, for now non-compliant members will be contacted.

Phil Endersbee commented on the logistics of getting leads back on to boats. Phil asked that we communicate to berth holders around the logistics of getting power back to the boats.

John Petschel explained that the best practice would be that berth holders remove their own leads, however they should also be responsible for retrieving their own leads and putting power back to boats, to keep labour costs down whilst this is a free service. The club may have to consider charging if berth holders cannot retrieve their own leads.

Albe explained that a basic outside power check is conducted weekly during dock walks. *this doesn't mitigate the need for berth owner to ensure their leads are compliant.*

Dock Walks

Daily inspections checking ropes, suspect water lines, looking at sea pens, boat lifts, broken biminis/covers. We try to get in touch with members with regards to issues with sea pens.

Whilst we endeavour to do our best, we are not here 24/7 and some issues get missed.

Safety Concerns

Ropes – we try get ahead of foreseen problems and replace dangerous rope situations and invoice members, necessary for safety of all.

Whether or not the rope is spliced on to cleat, is up to the owner.

Ladders

New safety ladders have been installed for safety on the ends and halfway points of a/b, c/d, No legal requirement to provide ladders, however they were installed to improve safety within the marina. BYS will review visual identification from the water as to where the ladders are located.

Services

Albe outlined the marina services:

- Topes/lines, fenders
- Sewerage Pump out station – **PUMP IT DON'T DUMP IT** – free to members, access to the pump out is on the public jetty
- Test & Tag
- Slipping services, most busy during spring, if you can try to bring your boat out prior to spring to avoid disappointment.

- Electrical services to pedestals and availability of new leads.

Phil Endersbee commented on the slip way, ask if there were horizontal boards, Albe confirmed there is, and we will be installing more.

Staffing Update

- Albé Bosman Marina Manager
- Michelle Muter Marina Coordinator
- Henry Heron Marina & Yard Operator
- Seth Carter Bosun & Marina
- Frank Tripodi Marina & Yard Operator
- Andrew Barret Marina & Yard Operator

OEMP – 2023 Status

- Water Testing completed in February 2023
- Sea Grass monitoring completed in August 2022
- All other OEMP requirements on track

Financials – Alistar Singh

9 months to 31 January 2023

- Small surplus to budget year to date ~\$23k (~5%).

Items Under Budget

- Payroll & on-costs – ~\$18k (headcount)
- Insurance – ~\$6k
- Repairs & Maintenance – ~\$10 (mostly timing)
- Tools & Equipment - ~\$3.5k
- Electricity - ~\$3k
- Miscellaneous - ~\$3.5k
- TOTAL - ~\$44k

- Surplus to budget year to date ~\$23k.

Items Over Budget

- OEMP Harbour Inspections – ~\$17k (cost and timing)
- Merchant Fees – ~\$4k (needs follow-up)
- TOTAL – ~\$21

- CR&M Fund Balance \$781k up from \$711k at end FY22.
- Interest earned in FY23 ~\$8k.
- Average interest rate to end Jan 2.3%, now a mix of 3.5% and 2.3%.
- 90% on TD, remainder at call.
- Major expenditure dive / bolt costs ~\$17k & pile repairs ~\$20k (out of \$40k)
- This should ramp up slightly over remainder of FY – pile repairs ~\$20k (out of \$40k) and gusset brackets ~\$15k (out of ~\$25k).

More financial details to come in July.

Bolt replacement program costs are ongoing.

Alistar explained that sand replacement program costs around \$150k every 3 years, this cost is budgeted for every year, but the expense incurred every few years.

Question: Rod Blackburn, regarding monitoring electricity use

Answer: Alistar Singh explained that we don't monitor electricity use.

- John Coppock explained that the cost of metering was very high.
- John Petschel pointed out this system was the fairest.
- Albe Bosman – commented that sea pens that are constantly pumping are faulty and we are trying to get on top of those, however there are boats running fridges, dehumidifiers, cameras etc using substantially more power than sea pens.
- John Petschel– custom floats that lift the boats out of the water are only using power when being raised and it is the equivalent of a vacuum cleaner for a few minutes.

15. REPAIRS & MAINTENANCE

John Coppock outlined repairs and maintenance program.

Condition report – AW marine (engineering consultancy) originally involved in the design of the marina, currently conducting audit report. They will develop a defects list, looking at pylons, walls, jetty's, handrails. We have constructed a comprehensive list of items and they have identified a list of defects; report is pending. At this stage, they are fairly pleased with the condition of the marina.

Bolt replacement, continuous program

2017 we identified an issue with some panels/bolts – bolts and through rods being replaced. Bolt design was strengthened, 25% would be replaced over 4 years, a successful program.

Underwater inspections

Aegir divers do a swim through every 6 months, or after a major weather event. They determine areas to be repaired and the priorities.

Pylon Sleeves

Ongoing maintenance, it was discovered that air was entering between sleeve and pylon which was creating rust. John Coppock outlined the repair program to the pylons.

Walkway ramp bolts – ongoing program of replacement.

John Petschel– pointed out that reviews of problems are undertaken consistently, committee along with engineers always trying to come up with improved replacement alternatives/strategies.

“Scourer” mats are reported to be working well in addressing sand scouring under the wave wall.

Replacement knee brackets – we have decided on stainless steel brackets and bolts, we are awaiting pricing advise from Bellingham Marine.

16. GENERAL BUSINESS and QUESTIONS FROM THE FLOOR

Questions from the floor

Question: Phil Endersbee – boat maintenance issues – can we have list of preferred suppliers who are certified/qualified for electrical/mechanical

Answer: Albe – currently working on our contractor database (ie those who are inducted to work in Marina), we will work towards publishing this list.

Question: Peter Langford, asked the minimum age for marina access

Answer : Michelle Muter advised 16 is the minimum age, unless parents request access for children under 16.

John Petschel – recommended changing the key pad access, Albe yes we do try and change that regularly.

General discussion took place around public access to the Jetty and fishing.

John Petschel – fishing has reduced since the temporary fencing; committee will move to fencing in full.

General discussion around fishing and diving in and around the marina took place, continuous problem which need to be handled diplomatically.

Matt McCarthy acknowledged and thanked the marina committee for their tireless efforts.

Questions: Rod Blackburn

Rod suggested that there is a new regulation around grey water, biggest issue for the marina is bilge water.

Answer: Marina Manager will have to come back to him about this question

Rod asked why marina newsletter include information about club equipment.

Answer Albe - to reach a broader audience. Non return/lost items, wheelbarrows are a consistent problem which needs to be conveyed to berth holders.

Questions: Georgina Plumridge said that the toilet on hardstand has been greatly received and asked what the future plans for the temporary toilet were.

Answer: Albe – plan to keep it until just after Easter. The hardstand toilet will remain on the agenda, and committee will do some more work around a more permanent solution.

Meeting closed: 11.00am