

ASSOCIATION OF DART RIVER USER CLUBS

MINUTES OF MEETING, 21.11.2019.

Held at Dartmouth Yacht Club.

Present:

Chair Anne Davis.

Members and organisations represented: Marion Adams and Ian Adams TBA; Kate Brown, Dartmouth Yacht Club; Norman Doige, RDYC; Neil Strevens, Dart Sailability; Richard Balfry DLBOA; Jordan Hall, Tom Morrison, Dartmouth Rowing Club

In attendance: Harbourmaster Mark Cooper, Assistant HM Rob Everitt, Board Member John Ellwood.

Apologies: James Dodd.

Minutes of meeting 11.4.2019 approved and signed.

3. Matters Arising:

Dittisham Summer Pontoon. The Summer Pontoon has been used this year with little congestion and no problems of note. HM reported that the swinging Visitors' moorings are crowded during the day at times with boats visiting for a few hours only during the day. These visits do not attract harbour fees.

Disabled access to river. The hoist equipment at Noss Marina remains in use at present, and Dart Sailability has purchased additional hoist equipment that is now installed on the pump-out pontoon at Darthaven. The latter will be managed by HM, and used by Competent Users only. Unfortunately it is not yet in use as testing and insurance need to be clarified which is proving difficult. A way forward is being worked out. HM also encouraged all clubs on the river to consider their own Disabled Access. A survey has recently been carried out by Dart Sailability and will be circulated with these minutes.

Dredging. Various environmental agencies are still considering policies related to the Upper River Dart. One consideration is the creation of more Saltmarsh adjacent to the river, possibly at the area of the "Hole in the Wall" and also at Fleet Mill. Establishing plans for saltmarsh could be a solution to

depositing spoil from dredging activities.

---The HarbourMaster will arrange to visit Totnes Town Council to discuss dredging.

4. Chair's Report.

DLBOA. AD has been informed of events with the DLBOA administration. Richard Balfry contributed:

Paul Quest founded the DLBOA but has reluctantly been forced by ill health and bereavement to stand down. Richard Balfry has kindly agreed to take on the leadership and reviewed the organisation. It has only ever had 56 members and is now down to 30 members. The website was formerly owned and administered by Norman Dilly but Norman is no longer able to support it so it will expire. The role of the DLBOA has in any case become less prominent owing to the current excellent communication available between berth holders and the Harbour Office. The HM suggested that a simple page is developed on the DHNA website, similar to that used by ADRUC. Richard Balfry agreed to continue leading the DLBOA as a low key organisation, establishing this website page and using it for communication with members and potential members of the DLBOA. Information about this will be circulated to berthholders directly by the DHNA, or through the various marina administrations.

— RB to liaise with the Harbour Office about the website page.

Noss on Dart Development. Andy Osman, marina manager, was approached for a brief update on the development at Noss on Dart Marina. Plans are progressing slowly but he hopes that pile work for pontoon renewal will start soon.

Marine Diesel. Given the recent EU ruling, The HM has recently sought opinion on the supply of red or white diesel to vessels on the Dart. Only one tank can be used for diesel so a choice has to be made. The general view is that from the yachtsman's point of view it would be better to have white diesel supplied as commercial vessels can obtain supplies elsewhere. The legal situation will probably remain uncertain for some while yet.

5. HM's update.

Pilotage Rules. HM explained that for historical reasons fishing vessels of up to 47 metres have been allowed to navigate above the Anchor Stone. He proposes to reduce this maximum LOA to 30 metres in line with other vessels. With regard to tows, until now the total length of a tow has been limited to 20 metres. He proposes to increase this to 30 metres to permit movement up river of pontoons and other larger items. A copy of the revised regulations will be supplied to AD.

Safety Benchmarking. A Hazard Identification Meeting was held with stakeholders on 7th November 2019. The propose was to ensure that risks on the river are captured in the new MarNIS software system and assessed appropriately. Various identified risks were detailed as examples. It has been agreed to hold a Hazard Identification Meeting every 2 - 3 years.

Pontoon Berthing. HM is planning to improve access to the Dartmouth side for visiting and local boats to include provision of an alternative landing place for larger vessels in case of failure of the Town Pontoon for any reason. This work will focus on the Double Steps area.

6. John Ellwood gave an update on Mayflower 400. Details of dates can be found on the Dartmouythmayflower400 website, cuminating in the Grand Pageant on 30th August 2020. Possible further events were discussed.

-AD to explore with possible organisers a Wild Swimming Event.

7. The new Community Safety Officer for the RNLI is Phil Key. He is currently developing policies for local use. He and AD have discussed his presenting these to the local Stakeholder groups.

--AD to approach him re organising a separate combined event with the Commercial and Community User Groups.

8. AOB.

Marion Adams asked about flare disposal. Various options are

available. A generally held view is that LED red flares are a great deal safer than the chemical type, although SOLAS regulations still require pyrotechnics. HM will explore local possibilities for official avenues of disposal/exchange. Norman Doige asked HM to ensure that the RDYC was informed of any large ship movements likely to affect club racing, particularly cruise ships. HM pointed out that all movements are planned well in advance and are published on the DHNA website.

Norman Doige also stated that pot buoys remain a danger at times. HM has asked that the Harbour Office is informed of any inside the Harbour Limits (i.e. inside a line between Froward Point and Combe Point); and for any pot buoys reasonably close in, but outside harbour limits, the Harbour Authority can act if they are in the white sector of the leading light toward the port entrance.

11. Date and venue of next meeting. A date in March 2020 will be circulated. Venue: TBA clubhouse.

Attachments:

Dart Sailability review of Disabled Access.

Pilotage direction changes 2019.

Anne Davis, November 2019