

# VDBHA

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AGM 2<sup>ND</sup> DECEMBER 2017

# AGENDA

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- Apologies
- Minutes of meeting held on 26 November 2016
- Chairman's Report including Survey results -56 Responses
- Treasurers Report on website
- Constitution- approval of 2016 amendments and establishment of Membership Sec.
- Dredging –Report by Llyr Jones Gwynedd County Council at 11.45 am
- Data Protection implications of new regulations May 2018
- Website
- AOB Lifeboat taking sails down

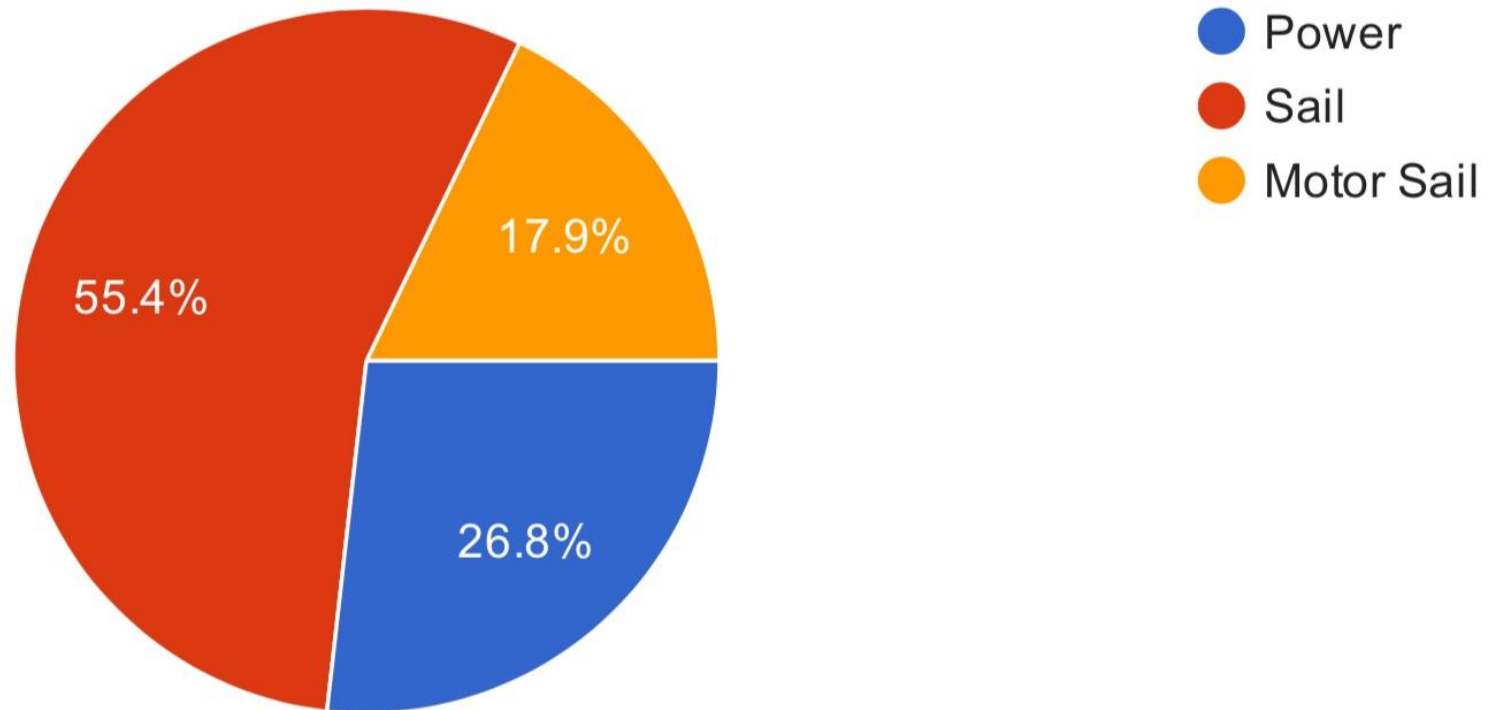
# CHAIRMAN'S REPORT

- Thank you all for your support over the last 2 years
- I am today resigning from this role, time to give another person a chance
- Progress to date
- Last year we achieved a good deals started
- Thus year the main item was to get some “movement on dredging which I am glad to report has started.”

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- More from Llyr Jones at 11.45
- Survey, I believe that this has been an excellent way of sorting out priorities and would especially like to thank Deborah Cassidy and John Whittaker

# Vessel Type

56 responses

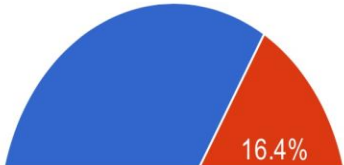


# FUEL TYPE

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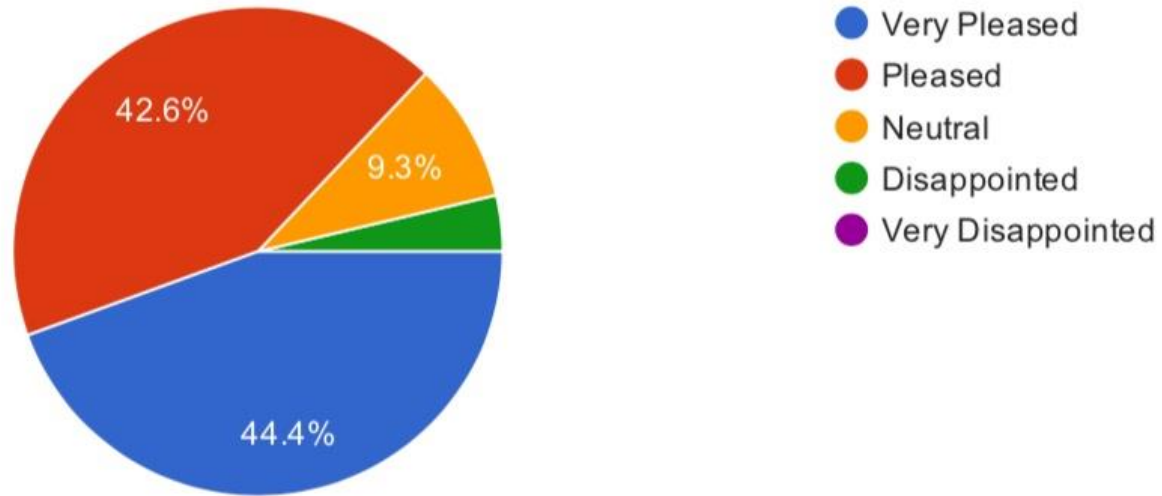
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- Diesel
- Petrol
- Not Applicable

PROGRESS SO FAR. Please indicate to the VDBA your level of satisfaction on the progress made since the last survey.

54 responses



COMMENT ON RESOLVED PRIORITIES. Please indicate to the VDBA your opinion on the progress made since the last survey.

40 responses

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Very good (3)

Very pleased at progress

I am very impressed by the commitment shown by both CHT and GCC staff to resolving the outstanding issues, and hope that it will be maintained.

Excellent on all fronts with exception of dredging

With regard to the resolved priorities I am very pleased with the progress that has been made and the continuing provision of the drop off permits for North Side berth Holders which has proved an excellent facility.

Amazing progress given the absence of positive change over many years

Since the last survey we have changed our boat, the new boat has a holding tank, this will in the future become an issue for us and needs to be re-looked at sometime in the future and not dropped completely

more trollies needed two not enough at times

Excellent progress on most of the issues. Parking, Wi-Fi, Fuel and being pressure group for dredging

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Excellent progress on most of the issues. Parking, Wi-Fi, Fuel and being pressure group for dredging

All good, lets focus on dredging. Sooner or later a fin keel yacht will run aground on a falling tide and not be able to get off.

Satisfactory progress

Still feel the shared toilet facilities are a major concern Disappointed they are off the list

Whilst it does not affect me much, the Silting still needs urgent attention and if left much longer may damage the pontoons by the East wall.

Car parking on the South side will be a problem come the summer - not helped by the politically correct new line markings!

Very impressed with all the progress that has taken place

Good work guys

Very good progress made.

With the exception of the dredging issue, I am very please with the progress made. Thank you to all concerned for their hard work and commitment.

Good progress these issues

all good

There is clearly more dredging that needs to be done

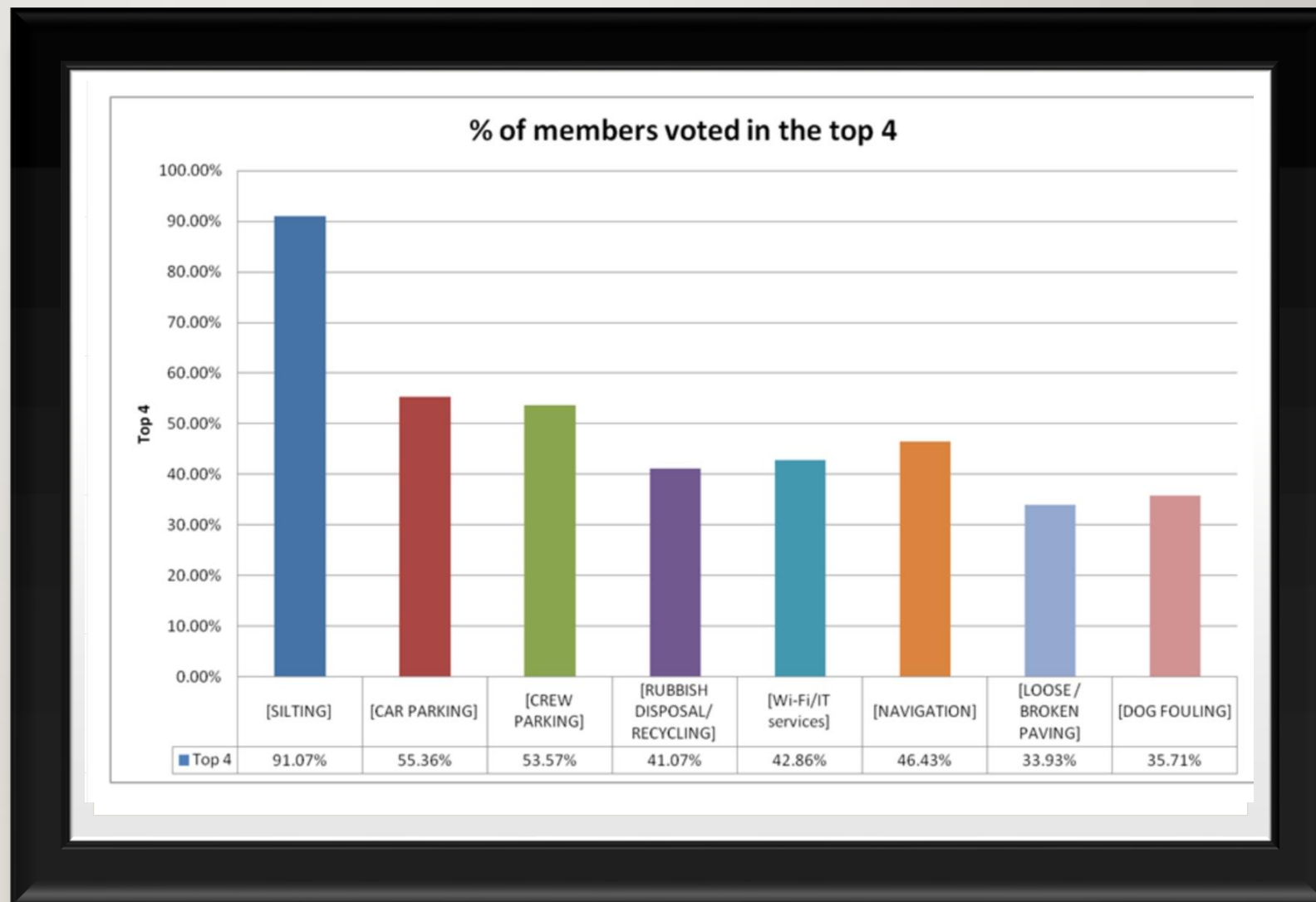
Satisfactory



# 2017 SURVEY

## TOP PRIORITIES

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## DREDGING COMMENTS

It limits my time afloat. Once the gate has dropped, I still have to wait to leave my berth. I don't have a lot of free time so when the gate drops I want to be out at sea, not run aground in the marina. Not sure what damage is done to my boat when I run aground, I will see when the boat is lifted early next year. Damage to my propellers could cost thousands.

Not at all

No difference to my boat

We had hoped the works undertaken this year would resolve the dredging issue It is awkward recommending visitors and worrying if their draught would cope We ourselves were stopped this year en route to our berth and we have a very small draught

Not at all, I have to wait half an hour to clear the rail from the boat yard in any case so have plenty of depth on the way out. Can we get rid of this redundant rail?

Not really affected due to small draft on boat

I can't comment as to whether the siltation work has been an improvement as Chelan hasn't left her berth since the work was done

N/A

My boat sits in at least 1m of mud/silt when the gate is up. I cannot leave my Berth until at best, 30 minutes after the gate has gone down and have to return in good time or run the risk of getting stuck trying to get back on my Berth. I have witnessed several yachts getting stuck trying to exit or enter the North side of the Dock.

# DREDGING COMMENTS

11/2017

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This had a serious impact on our sailing and enjoyment of our boat. The silting of our berth now means our boat is sitting on the bottom at low tide and is now starting to lean over. I am concerned this may cause damage to the boat. The silting has severely affected the times we can leave and enter the dock.

I have also suffered physical injury whilst getting off the boat due to a large drop when the dock level was low last year, resulting in time off work.

I hope the proper dredging is completed before the start of next season as the amount of silt that will enter the dock over the winter period will make my berth untenable. I think the only real answer is to put the river in a culvert bypassing the Dock. I have rated this as disappointing as I feel the plans should be much further on.

It limits the access time to ~1 hour after the gate has opened and 1 hour before the gate closes. When the gate is closed, our boat is sitting on the mud making it uncomfortable. The smell along the wall by the "storm drain" is most unpleasant

Limited effect

Gone aground once despite best endeavours to avoid. Been out about 15 times.

it hasn't

Drawing 1.8m I have a difficult access route to follow at lower water levels.

It has affected me personally very little, but I know others have been affected

No real affect on use or enjoyment. Boat has shallow draft.

During spring tides I have to wait 20 to 30 mins until I can get off my berth, neap tides can take up to 1 1/2 hours which makes it nearly impossible to get out and come back. I have to plan my journeys to arrive/depart on high water, which makes it impossible to make the bridges for the right time to pass through the Swellies reducing the times I can go out and enjoy sailing.

# DREDGING COMMENTS 3

It has dramatically reduced our ability to get out other than 1.5 - 2 hours either side of high water

Lack of manovering area's in the vicinity of the gate

Silting around the entrance affects departure times.

Not affected

Some restrictions to movement in/out during low tides.

Used to be able to depart at HW-3 - now somewhat more problematic.

Avoiding stuck yatchs near the dock entrance

It is becoming very difficult to use the dock 1 hr post gate opening for deeper keels it is much worse

Though my yacht is of moderate draught (1.4m) I have grounded when attempting to leave the dock as soon as the gate opens.

i HAVE RUN AGROUND 2 TIMES, SO EVERY LITTLE REMOVAL HELPS.

My vessel has been stuck at times which makes for an uncomfortable and anxious feeling while manoeuvring in the dock.

Not able to get on or off our berth as soon as we would like to due to lack of depth of water. Have gone aground in the dock a number of times. It is costing more money in maintenance as the anti fouling is being abraded as it's sitting in

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the silt. The smell at low water is disgusting. Manouvering is hazardous when it's windy because of the shoaling depths. Grounding can cause serious damage to keels on yachts which is all documented in RYA critical warning list 2015 and includes their recommendations to be carried out to ensure the vessel is safe after any grounding. There

# DREDGING COMMENTS 4

23/11/2017

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the silt. The smell at low water is disgusting. Manouvering is hazardous when it's windy because of the shoaling depths. Grounding can cause serious damage to keels on yachts which is all documented in RYA critical warning list 2015 and includes their recommendations to be carried out to ensure the vessel is safe after any grounding. There have been many groundings over the years especially to fin keel yachts in Victoria Dock and some of these boats may have undetected damage due to those groundings.

we are restricted until 20-30 mins after the gate has opened

At low water the depth remaining means that I'm contact with mud.

With a draft of just over 1metre no problem so far. However, real concern for other berth holders and the future.

Dredging so far in 2017 has been very welcome and has improved matters slightly, but is a mere sticking plaster and wholly inadequate. We hope that the Council officer responsible for the dock does not consider the job to be finished. Even following the dredging this year our berth is so shallow that with only 2ft 10ins draught we are aground once the gate is closed, and we have to wait 20mins after the gate opens before we can leave, and we have hit the bottom and got stuck on the sandbank within the dock on the way to the gate. Much more thorough dredging in 2018 is just what is needed! Otherwise we will have the same situation as there was in Pwllheli, with more and more empty berths and lost revenue for the dock, and Welsh marinas will become more of a laughing stock for becoming unusable. The only real cure is a proper dredging programme that will then last any years.

Silting creates problems because it puts limitations on when we can leave and return to berth even though the gate is open

As I usually try to leave my berth in the northern half of the marina as soon as the gate opens, the issue of the shallow patch at the entrance has been a nagging concern. I have never actually gone aground (my boat Vagrant draws 1.2m) but the concern is there. I am delighted to see the work eventually happening. I think the Council have been very cooperative in getting the work done, and would like to thank them for this.

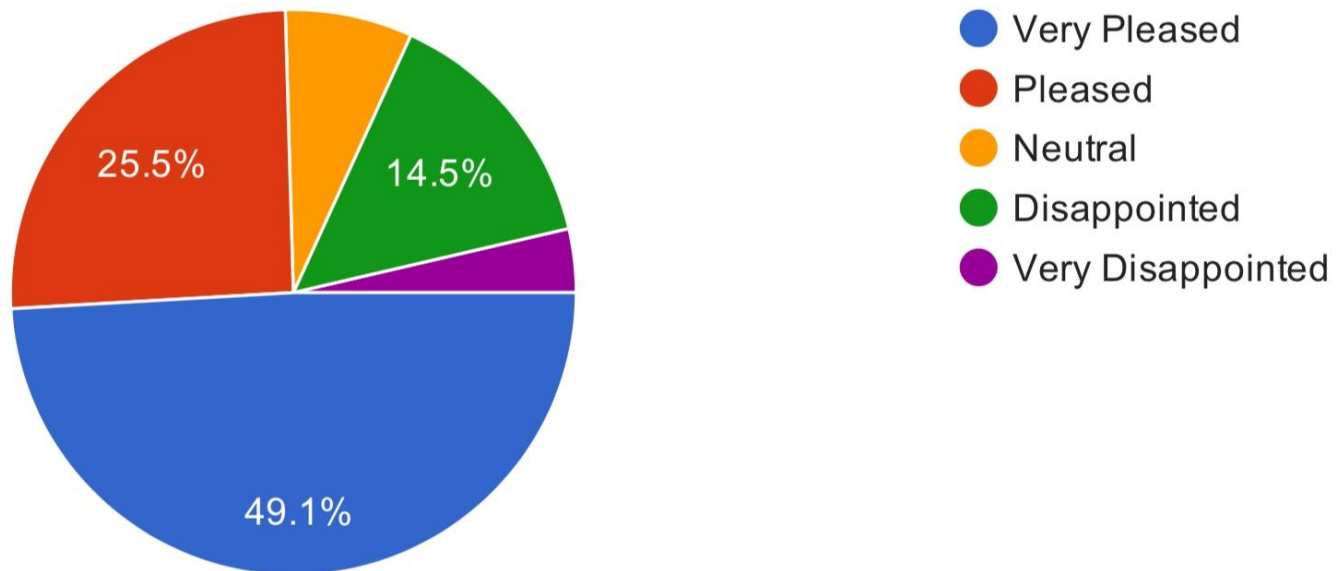
have to go out later and come back earlier, are we going to get a reduction on our fees ??????

Restricts exit from dock

Mild disappointment

The VDBA would like to know your level of satisfaction with the decision of Gwynedd Council and CHT to seeking to carry out dredging works within the marina basin during 2018. Please indicate your level of satisfaction that such works are carried out during this period .

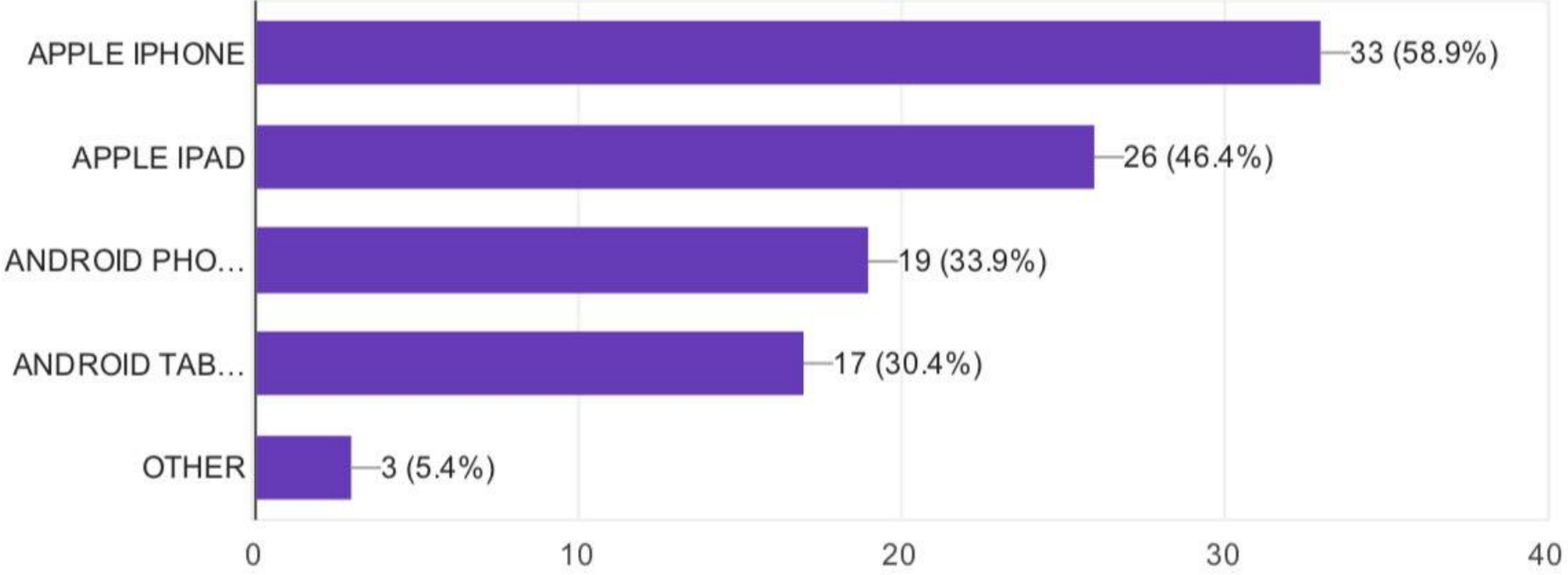
55 responses



# WIFI DEVICE

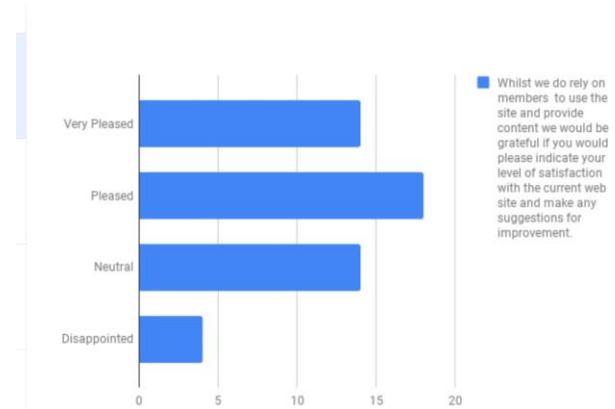
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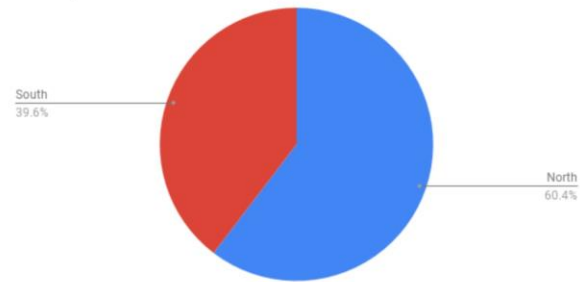


# RESPONSES NORTH & SOUTH

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Count of berth location. North Side by Table Table or South Side by the Caernarfon Sailing Club.





The VDBA would like to know your level of satisfaction with this facility and its effects.

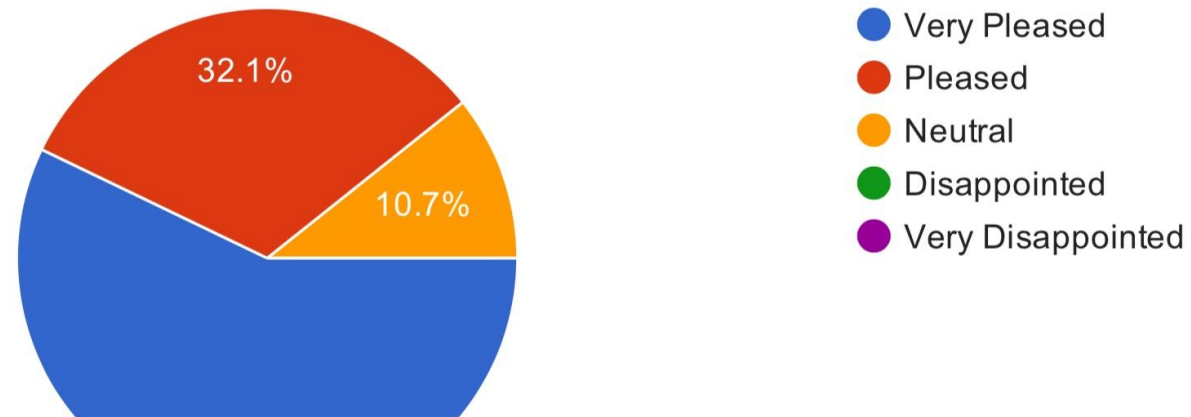
56 responses

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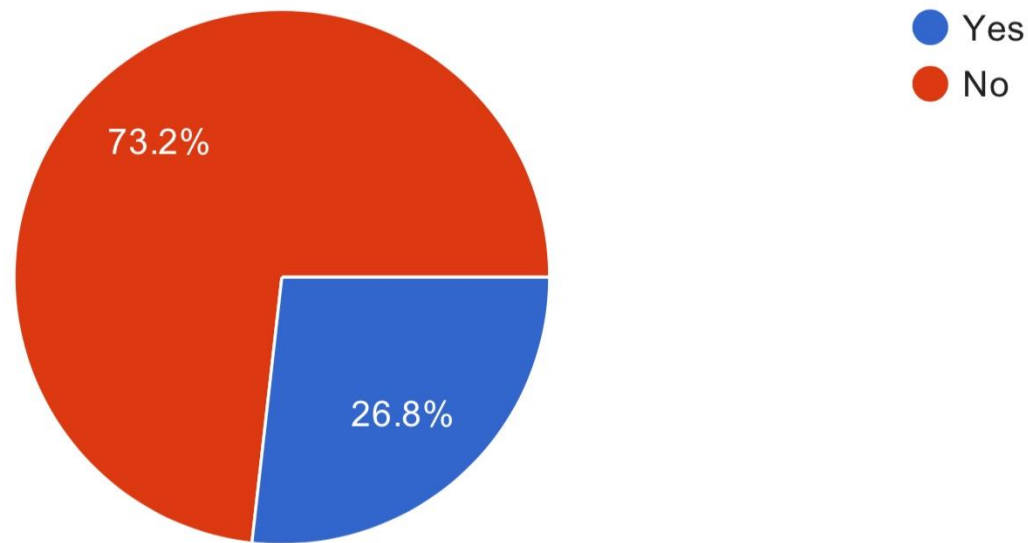
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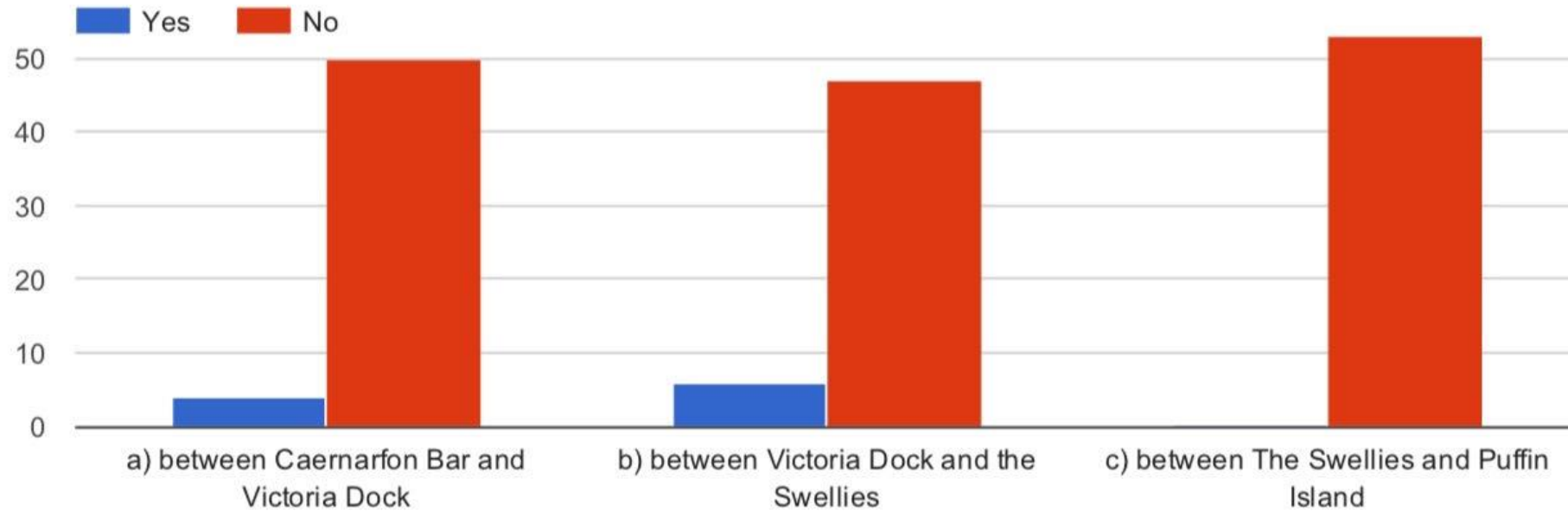


CREW PARKING: The VDBHA recognises that the number of places for car parking is limited and that only one parking place per vessel is provided by the Council. Have you or your crew members been affected by the limited parking facilities ?

56 responses



NAVIGATION ISSUES : Due to recent experiences by fellow sailors VDBHA would like to know whether you have experienced recent problems with position or depth following the navigation channels in the Menai Straits.

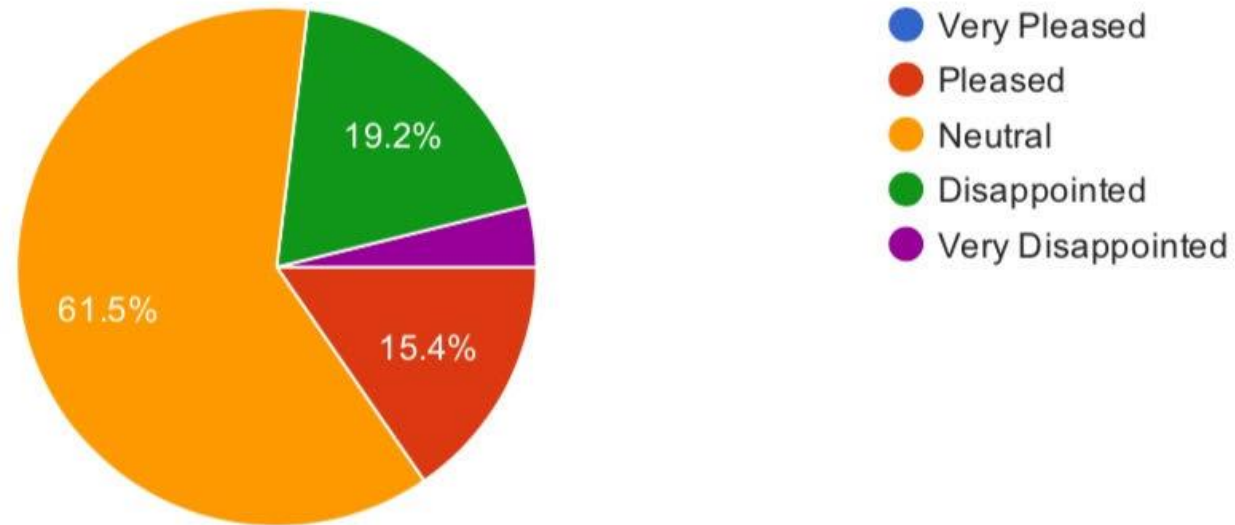


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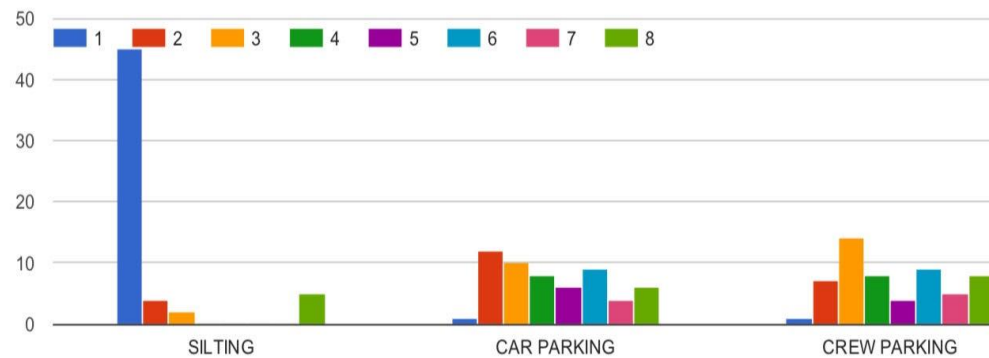
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to walk to the shower/toilet facilities at night. Please indicate your level of satisfaction with the current status.

52 responses



current priority order which you would like the association to represent to the Gwynedd Council and Caernarfon Harbour Trust.



**OTHER PRIORITIES:** Please indicate other specific priorities affecting berth holders in general that you would like the VDBHA Committee to bring to the attention of the Gwynedd Council and Caernarfon Harbour Trust.

23 responses

Separate male and female toilets remains an important goal for me

This one should be no more than one answer per row not column

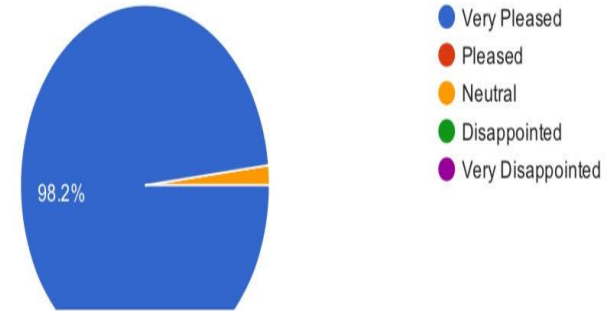
divert the river from discharging into the dock

Security. North side gate is too easy to pass (I accept that the CCTV is a mild deterrent )

Dredging not happening

No petrol facilities in the marina

Toilets!!!!!!!



Do you have any suggestions as to how the current level of service could be developed.

28 responses

No. Excellent service received. Very polite, helpful and friendly.

Nothing specific excellent service

We are extremely pleased with the level of service provided by Mark and his colleagues. We are aware that visiting yacht crews also value their advice and service and remark on how lucky we are. Mark has first hand knowledge of the feelings and concerns of us all and within limitations placed upon him he does his best. He, I know, with greater recognition and an extension of budget would focus on improving the service, facilities and representation of the Victoria Dock for all concerned.

Is it possible to have the cill lowered at other times when the tide is right possibly by prior arrangement and the payment of a 'nuisance' fee?

No

give Mark the freedom of the city. top man and very professional.

**DOG FOULING ISSUE :** The Dockmaster has communicated to berth holders the importance and responsibilities for dog owners to clear the pontoons of dog mess. However, it is also evident that dog fouling is also affecting the walking routes around the dock sides. This has been raised as a particular health and safety issue when visiting crews and berth holders require the need to walk to the shower and toilet facilities at night. Please indicate your level of satisfaction with the current provision of dog waste facilities and the display and enforcement of penalties.

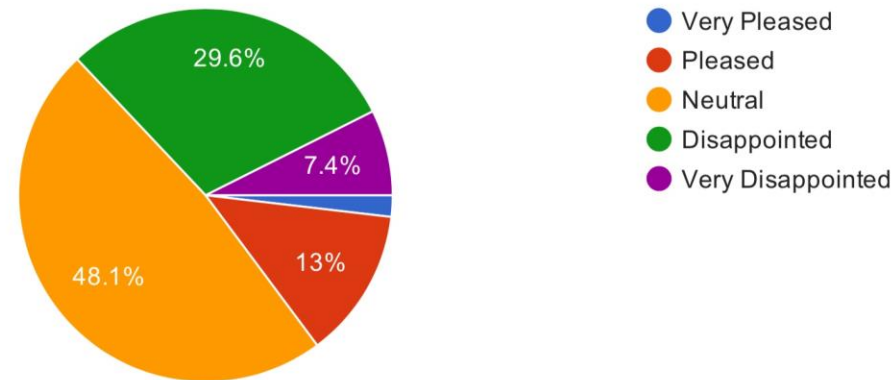
54 responses

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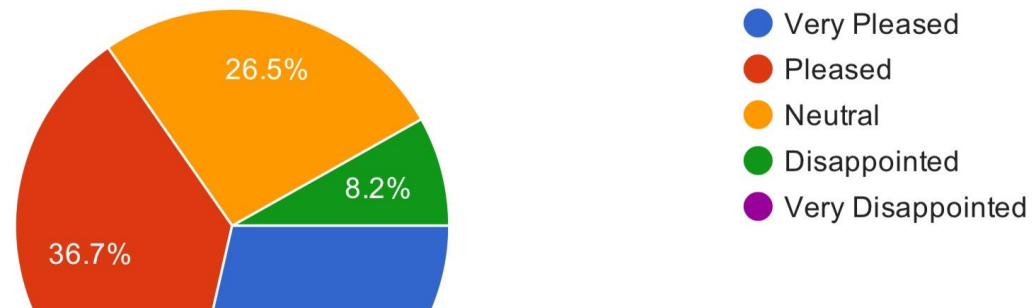
Whilst we do rely on members to use the site and provide content we would be grateful if you would please indicate your level of satisfaction with the current web site and make any suggestions for improvement.

49 responses

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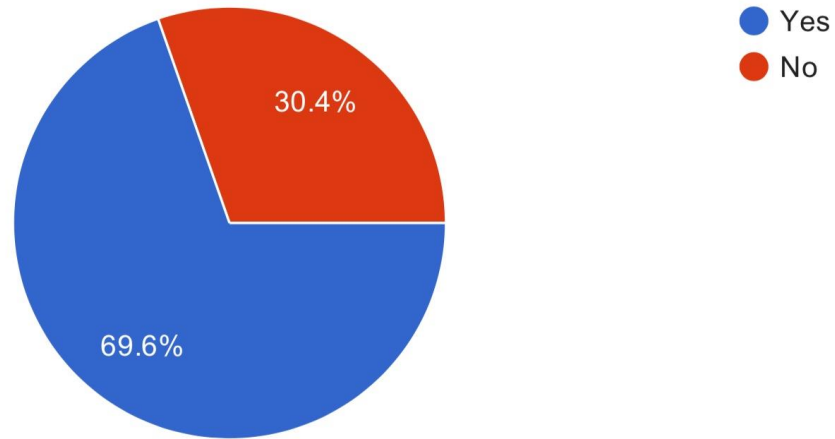
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CHT WEBSITE: The Caernarfon Harbour Trust has recently updated its website ([www.Caernarfonharbour.org.uk](http://www.Caernarfonharbour.org.uk)) . Have you used this new site ?

56 responses



If the answer to the above is YES, please comment on this site and/or make any suggestions which would aid berth holders or visiting vessels.

28 responses

Please provide any other ideas, comments on other aspects upon which you would like the committee to concentrate their attention.

16 responses

No comment (2)

Nothing I can think of

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Cruises in company, possibly more social meetings arranged .

The silting issue is by far the biggest issue; whilst much of this is out of the hands of the committee, it is important to continuously pressure the harbour authorities to have a long term plan that is fully budgeted, to resolve the issue long term.

Dredging

Done a good job so far - My niggle - Hand rails in the showers for safety and to stop people grabbing the soap tray and pulling it off

Could the safety ladders on the pontoons be made more visible? Would it be possible to have something on the pontoon to indicate where the nearest ladder is?

A timely and robust solution to the silting problem.

The local "Papur Dre" has featured Victoria Dock and some of the people involved with the Dock in recent issues. There may be merit in the VDBHA making contact with this paper with a view to improving the profile of berth holders locally.

DREDGING DREDGING DREDGING

Dredging must be the main issue.

NC

We have been very pleased with , and are indebted to, the committee for all their hard work and progress made.

Surprisingly there is no reference or evidence to the use of the Welsh language in this survey or the Harbour Trust communication - however, I might have missed the appropriate link and apologise if this is the case. It would be great to see its use and for both organisations to recognise the uniqueness which Caernarfon possesses as the heart of the Welsh language and culture and which it provides for visiting sailors and their crew. I would applaud the addition of this issue as a consideration for the Association.

Pending?

## FOR REFERENCE

Noise disturbance from the fans at the archive offices: This has been removed from issues for attention due to a minimal level of dissatisfaction reflected in the last survey.

23 responses

**COMMENTS PLEASE ?**

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