

KFC APM meeting minutes **5th April 2024 - 1930**

Attendees - J.Masters, R.Guthrie, M. & B.Peak, M.Hodd, J.Symes, S.Copsey, R.Menear, T.Grundy, H.Ryan, A.Slim, C.Cobb, R.Whittle, M.Liss, M.Richardson

Apologies - K.Yule.

Public attendees - P.Masters, J.Masters, M.Bradshaw, P.Watkins, J.Holmes

Chair welcomed all attendees and opened the meeting at 1931

Treasurers report

Roger summarised the 2023 accounts noting that income was £13,216 and costs were £11,280 leaving a net surplus for the year of £1,936 and year end reserves of £24,604. Income was broadly in line with previous years but the costs were higher this year due to the cost of converting mooring records to computer and the cost of purchasing IT equipment.

There was likely to be a similar surplus in 2024 so our reserves continue to increase and we need to have a policy to set out what level of reserves we continue to hold. Roger suggested that a general reserve of one year's income of say £13,000 was appropriate which left a further balance of approximately £11,000. He further suggested that it was appropriate to hold other specific reserves for appropriate assessed needs and risks. This might include a legal contingency reserve and possibly a capital reserve if, as discussed at the previous meeting, we might agree to contribute towards any Town Council plan to upgrade facilities at the Town Quay. Roger proposed presenting a draft reserves policy to the committee once any discussion with the Council had progressed further.

The accounts for 2023 were approved.

J.Masters asked why was the income down this year to last year? Our lease with the crown is relevant to the amount of mooring licences issued.

Chairs report

Introduction to B.Grundy, new chair since April 2023 and introduction to the new position of vice chair, J.Masters to assist with any upcoming conflict of interest from B.Grundys part having a commercial interest in the river.

Chair reported that in the last 12 months we have had one trustee step down after many years on the committee, they have been replaced but it is likely that in the future the committee would be looking for other volunteers to come forward with interest in becoming a trustee as and when positions become available. The committee is still short a minutes secretary if anybody is interested.

So far this year there has been only 36 confirmed moorings serviced out of the 143 that we have licensed out, this number is worrying low given that so far this year 3 moorings have been found adrift in our area.

M.Liss asked who would be liable if a visitor used a mooring and it breaks adrift.

The general answer to that question would be as we do not have a harbour master to appoint spare moorings to visitors, unless the visiting yacht has made contact with the moorings owner and they have granted permission, in which case the liability would fall on the moorings owner, if they have not asked and picked a mooring to lay on at random is the visiting yacht that should be liable.

P.Masters asked if it is possible for the committee to make it mandatory for moorings to be serviced.

This has been an ongoing discussion within the committee for some time and general feeling of the committee is that its responsibility's lie with ensuring the fairway is kept free and clear from obstructions

and well marked, whilst they allocate mooring sites, the committee does not wish to impose rules they then can become liable for. Chair agreed to write a Spring letter to emphasise strongly again to encourage licensees to have their moorings serviced, to be sent out via email to all mooring holders.

Secretary's report

Annual Renewals

The new online renewal process has been a great success I sent out emails for the 142 moorings and by the 31st December everybody had either completed the form and paid or relinquished their mooring. I had one person contact me and I helped them complete the form and 2 others that said they did not do online banking so I gave them the bank account details they went into their own bank and arranged the bank transfer.

Several mooring holders messaged me to say how easy the new process was and thanked me for bringing the process up to date.

I added the question of when was your mooring last serviced to the new form and can report that 72 were serviced in 2023. 19 answered 2022, 17 in 2021, 6 in 2020, 3 in 2019 and 24 either did not answer the question or were unsure.

We have had 13 Moorings relinquished.

Of our 205 moorings we currently have 146 moorings allocated to mooring holders, 1 under offer and 58 empty moorings of which 51 are Kyson and 7 are on the Knoll.

Waiting List

There are currently 11 people who I have contacted that want to remain on the list but at present are not in a position to accept a mooring. I have agreed with these people that they can stay on the list but that they should contact me when they need a mooring. I will contact them again next year if I haven't heard from them.

Since September I have issued 20 new mooring licenses.

Mooring Checks

I will be starting mooring checks again this month and will be checking that the correct boats are on their moorings and checking that buoy numbers are clearly marked. I will also be checking unallocated moorings to record whether tackle is present or not.

The terms and conditions for licensees were discussed as it was mentioned they would be updated later on in the year prior to going out with the 2025 renewals, that whilst the KFC does not wish to enforce licences sending a copy of the vessels insurance the updated T&C's will include a clause strongly recommending that vessels are insured. T.Grundy emphasised that vessels that break adrift that have not had their mooring inspected regularly will be liable personally as the insurance provider will not pay out without evidence of the mooring being regularly serviced.

P.Masters brought up the topic of speeding on the river and what could the committee do to prevent this, especially with the ever growing number of swimmers and paddle boarders that are vulnerable and the wash they cause being anti-social to other river users. R.Whittle also emphasised the damage that speeding vessel wash does to the Saltmarsh.

B.Grundy & M.Liss replied with the RDA are in the process of organising a meeting between all fairway committees on the river, including boatyards, sailing clubs and other organisations involved with the river to be able to go to the council to have the Byelaws changed lowering the speed limit.

Waldringfield and Ramsholt have no wash buoys in their fairways, the committee agreed to discuss this possibility at the next meeting in October.

Meeting closed at 2043