

Tayvallich Bay Association

Annual General Meeting

2nd October 2021 11am

Tayvallich Village Hall and Zoom

Welcome

Welcome to the 2021 AGM of the Tayvallich Bay Association. This meeting is also running live on zoom so if you are talking please speak loud and clear for the benefit of our digital members. On zoom you have all been muted but can type out any questions or points you want to make which we shall monitor and address as we are going or at the discussion bit at the end. We would also ask those of you in the hall to take the time to respect others around you and to keep a comfortable and safe distance at all times.

We have here on the Committee, Danny on accounts and techie, Kathryn on minutes and secretary stuff, Donald on monitoring and talking, Dougie on maintenance and mooring location, Chris on Irish logic and tidying up and myself Hans on chair.

Minutes of previous meetings. Previous minutes were approved by Allan Carr.

Some of you might and some of you might not have noticed that due to Covid the 2020 AGM was postponed. We discussed as a socially distanced committee the most productive way of dealing with this and concluded that a newsletter issued in its place would cover all that was needed. Members were invited to contact the Committee with any issues or points of discussion. Other than 2 concerns that that an AGM was not held by Zoom no further comments were received. All items covered in the newsletter will be included on the agenda at this meeting. Any questions will be taken as we go or at the end.

Matter arising from previous meeting/newsletter

Shuttering the pontoon walkway. This hasn't been completed as we are waiting on the outcome of a funding application that would replace the walkway.

Collection boxes for pontoon use contributions. These are now in our possession and ready to go into the pub and shop for next season.

Inclusion in Welcome Anchorages. This has been updated and should be online and out in the next publication.

Changing the form of the Association to Ltd Company. From what we can gather setting up a SCIO can take several years and provides no different protection to the Committee and its members than a Ltd company. We would propose setting up Tayvallich Bay Association Ltd at the first opportunity. Those in attendance agreed to this move.

Chairmans Report

At the 2019 AGM we discussed the possibility of opening up Caol Scotnish for some Scotnish residents to moor their boats there. We currently have no proposals or necessity to develop Scotnish or the outer bay. In the areas we are in control of we have the Crowns approval for 130 moorings, we have allocated 122 all within Tayvallich bay. We feel that the bay is congested enough at the moment and despite pressure from the waiting list it would be detrimental to try and squeeze in anymore so we would intend to keep mooring numbers as they are. We feel that managing the moorings we have is a better approach. Donald is going to cover this topic and possible solutions shortly.

We are not convinced that all members are receiving emails from us and maybe that is why we have not received the all the declarations. Email is our only way of contacting all members as a group so please check your junk mail . There was 68 out of 117 declarations completed with Charlie Silverton winning the £120 free year's subscription. 68 declarations is better than we've had for a few years but still pretty poor.

For obvious reasons last year was quiet, but still produced some use and revenue. This year has seen really good use of the bay from most of our regular mooring holders and a big jump in visitors both on and off the water. Some members use the pontoon more often and regularly than others. All use of the pontoon should be encouraged; it is what it there for. So, in the interests of fairness to all members, if you are a regular user there is nothing to stop you putting an extra donation in the box or bank to show your appreciation of such a fine facility. Also, some members tend to nit-pick and give advice more than others, so in the interests of fairness to all members you could also feel free to put an extra donation in the box or bank to cover the commitment and time from such a fine committee. I think we can discuss the day boat use of the pontoon and congestion as a separate topic later.

Kathryn is going to cover our various incomes and funding possibilities, or not possibilities as the case may be. You as members need to consider if and how we want to develop and maintain the facilities we have. At the moment, even though the bank is fairly healthy, we do not have anywhere near enough funds to see the pontoon facility into the foreseeable future.

The waiting list has been managed as best we can with several moorings being juggled over the last 2 years. With the help and cooperation of temporary absentee members we have been able make the most of unused moorings. It really helps us and applicants on the list as well as visiting yachts if we are informed of a mooring not being used for a period. We are actively monitoring the use of moorings. Where appropriate we have been approaching members advising them of the need to use their mooring or we will reclaim the site and allocate it to someone who will use it. We need to see you making use of your mooring and need you to contact us to discuss if you do not intend to use it for a significant period of

time. Any voluntarily relinquished moorings will have the member given preference should they wish to re-apply in the future.

The Carrick Pier and fishing boat use seems to be ticking away nicely with willing payments to cover the pier rebuild. Thank you to them.

The loch is not really our responsibility but we all pass through it so I can mention this here. There are a significant number of buoys in the loch marking prawn gear. All registered fishing boats must have the port numbers and boat name on the buoys and the ropes must be weighted. Any hobby fishermen should pay attention to keeping their ropes weighted and their buoys clearly visible.

All the commercial operators working from the pontoon, Nicol, Sandy and Paul being the main ones, have contributed an agreed annual sum in keeping with their individual use.

The Jura Passenger Ferry has been upgraded to a Powerglide 46 catamaran that carries 12 passengers and their luggage in great comfort. I think we can all regard this as an improved service. As well as the convenience of the connection, Jura clearly benefits financially from this ferry link. We can see that this service is now vital to the Jura residents and business's. The financial gain to Tayvallich from this service is very difficult to calculate with any degree of accuracy. Because of the importance to Jura, we would hope to be in a position continue to giving this service the encouragement we have done since it infancy.

What needs to come to a satisfactory conclusion from the member's point of view is that the Bay Association and mooring holders should not be expected to fund this service. The way I understand it, Transport Scotland are ultimately responsible for the creating and funding of this service. The contracting, administering, running and safety is coordinated by Argyll and Bute council and the Jura Development Trust. Islay Sea Safaris are the contracted ferry operators. At the Tayvallich terminal who is responsible for covering the replacement, repairs and maintenance costs of the pontoon and access sections that are allocated solely to the ferry's use? Transport Scotland has just rejected an application and an appeal to upgrade this facility. However we had a positive conversation with them yesterday and they have asked for us to resubmit our application next week for further consideration. It is not our obligation to continue to replace and maintain this facility for the ferry.

Funding applications

Back in 2019 we identified that the pontoon was going to need some significant upgrade work completed and that the Association would have to look at how to raise funds to complete this. At that time we increased the mooring holder fees.

We also applied with the Jura Development Trust for funding to replace the pontoon surfacing and to replace the chains. We were unsuccessful in that application. Due to the increase in mooring holder fees we were able to replace the pontoon mooring chains.

We have continued to make applications for funding over the past 2 years, with 3 additional applications submitted and unsuccessful. (Rural Tourism Infrastructure Fund, Weir Trust)

We have a general outline plan which we adapt for applications depending on the criteria for the specific fund and the minimum and maximum amounts you can apply for. We always include the essential bits and add in the desirable where we can.

General upgrade plan we have been working includes

- Increasing the length of the pontoon by 11 meters
- Replacing the full surface with mini mesh
- Replacing the pontoon fingers
- Installing 2 power points, and lighting
- Developing the piece of land between the pontoon and shop
- Upgrading the water supply

Since 2019 things have changed with the introduction of the larger Ferry and also an increase in visitors to the village using the pontoon, meaning the drivers to upgrade are even greater.

There are currently a few things on the go:

Transport Scotland rejected our recent application because they felt that some of the upgrade work we were asking to be funded would benefit 3rd parties rather than the Ferry. Hans and I had a call with them on 1st October and they have asked us to resubmit focusing just on what applies directly to the ferry. We will reduce the amount we are looking for from them to cover the extension and resurfacing of the pontoon only.

Considering how competitive and difficult it is at the moment we may just have to be really happy to have this basic upgrade funded.

We have made 2 expressions of interest to the Crown Estate to see if we meet the criteria for their funding

One for a Community Capacity grant for 26k to fund a post to seek funding and to take on a project management role.

One for The Boat Based Tourism Infrastructure fund. This is inviting applications for the Crown Estate to invest in a project as part of their corporate plans to invest in boat based and coastal tourism. Applications could be made for a minimum investment of £350 – 750k.

We have had to add additional aspects to the project to bring the investment request to £350k:

Development of the Tor Mor Jetty

Replacement of the pontoon bridge

Additional power points.

The deadline was yesterday so it has been submitted, however it can easily withdraw it if we agree today that it is not in the TBA's best interests

The Crown Estate are looking for projects that are investments so they must make a return. They also can only fund developments on land that they own, so if we were successful, we would need to transfer ownership of land at the Tor Mor Jetty and between the shop and pontoon to them and then lease it back.

Two members in attendance raised concerns about selling the land. This was due to the TBA potentially losing access to the waters if the Crown Estate decided at any point to withdraw our lease for access to the pontoon etc. The land that we own may also be worth a significant amount in the future.

Main discussion points – without the transfer of the land we can not access the investment money so couldn't carry out any of the project. How likely is it that the Crown Estate withdraw our right of access? Could term be included in the lease i.e 99 year lease and/or an agreement to give the TBA the first right to buy back.

Cally Flemming who is involved in an application for Mull provided information regarding their application which involves the same arrangement to transferring ownership to the Crown Estate and leasing back.

It was agreed that we should proceed with the application as it can be withdrawn at a later point if there are issues that arise, or membership do not feel comfortable with any aspects of the investment.

In summary

Getting some funding from Transport Scotland for at least part of the project is looking most likely.

There is still no guarantee so could still be left having to foot the bill ourselves.

The replacement of the surfacing and the fingers are the most urgent which will cost around £25k. We should be able to pay from that from income based on this years accounts, however there is an argument to raise the fees again from April 2022 to give us some comfort in the short term.

A small minority of members disagreed with the idea of raising the fees. There was a large increase 2 years ago, the income and expenditure is healthy and results in the Association managing its day to day costs and its maintenance expenditure which over the past 3 years has averaged at approximately £13k per year. On the whole members felt that our fees are very low and a fee increase was justified.

Discussion focused on the need to raise capital to take account of significant upgrade work now needed. Included comments about fees being linked to inflationary increase, how we compare to other Marina Facilities in terms of costs, the contributions made by the Commercial Boats with a mix of views about whether these should be increased or remain the same to support local business.

A vote was taken on increasing the fees for 2022 to £150. This was carried by a majority by those who attended the meeting.

The fees will be reviewed again at the 2022 AGM.

The Committee will consider the charges made to the fishing boats and commercial boats.

Maintenance report

We have added another visitor mooring this year which has been very successful and well used. We would like to thank Brian Horsburgh who generously contributed half of the capital cost of the new mooring. He may occasionally use it in the winter.

Pontoon

The chains and shackles have all been replaced. One mooring point was missing and has been replaced with a two-tonne concrete block and chain.

Three pontoon fingers have been overhauled and the joining bolts and rubber bushes have been replaced where appropriate by Hans and Dougie.

Part of the ramp on the walkway has been replaced with new metal surface.

Water hose checks are made by-annually and components replaced where appropriate. A record of all water check is maintained.

New signs have been fitted to the dinghy finger asking members to keep their outboards down to avoid damage to other boats. There was agreement that this was being adhered to and working.

In addition to the development work we have applied for funding there is also a need for some maintenance to take place on the concrete part of the post office pier connecting the pontoons.

Suggestions were made regarding other improvement that could be made to the pontoon.

Fit some sort of guard to stop dinghy's being trapped under the pontoon bridge. (cheap and easy fix to be applied)

Dinghy mooring - suggestion that light chains could be used between cleats on dinghy pontoons to aid more attachment point for users.

The 10m and under 10 meter signs should refer to length of boat and not depth of water below the pontoons. Some non slip arrows will be added.

Secretary Report

The TBA manages 122 moorings an increase of one from last year due to the new visitor moorings.

This year we have had 68 successfully completed declarations – better than previous years but still an issue. Those in attendance confirmed that they didn't have any difficulties completing the declaration via the website. There was a suggestion that maybe people didn't complete it because they didn't have insurance. It was confirmed that all moorings are checked on an annual basis and Dougie maintains the records.

It was agreed that the only way to address the issue was to send individual reminders to members who do not complete their declaration. As it is a requirement of the TBA to have insurance for your boat, failure to confirm this should result in the mooring being withdrawn. It was agreed that this approach would be taken next year.

Waiting List

We currently have 35 on the waiting list, 7 in category A (resident in Tayvallich) and 8 category B (having a holiday home/caravan in Tayvallich).

We are still experiencing significant demand. We have working on managing the moorings that are not in regular use so we continue to identify moorings that have not had a boat on them for more than 2 years (made obvious allowances for last year).

A letter is sent out explaining the Associations rule that the mooring holders own boat should be on the mooring and asking for information about plans and suggesting it is handed back if not in use.

We've had 3 handed back this year that we have been able to reallocate and 3-4 that we are in current discussions/communication with the owners.

We are anticipating to have a total of 6 moorings that can be allocated this year.

Crown estate reviewed our minute of agreement in 2020. It will be reviewed again in 2025. They proposed a £75 per annum increase in the lease taking it from £600 – 675 per annum which we agreed to.

Treasurers report

The accounts were reviewed highlighting any out of the ordinary entries.

Crown Estate fees for 2019/20 and 2020/21 are both include in the 20/21 accounts due the Crown Estate delaying the invoice for these in the previous year.

Maintenance costs are particularly high due to the work carried out on the pontonn (covered under maintenance).

Member subs are down. This is due to additional income being included in 2019/20 for standing orders that were not cancelled. All subs have been received for this year.

Visitor mooring and pontoon use is significantly up on both 2019/20 and the previous more normal year.

The Commercial Boats have now agreed to pay an annual sum for their use to the pontoon. This has been welcomed and will continue going forward. The Fishing Boats continue to make annual payments, again a welcome contribution. Some views raised that they should be paying more. The Committee said that they felt that the payments were fair, reflected our lack of facilities, acknowledged that we want support local businesses. All views were taken on board and will continue to influence future discussions/arrangements.

We have had some generous donations made this year by people who we have managed to make temporary arrangements for over the summer.

The closing balance is a healthy £29,043.44

Increasing mooring numbers in Bay and Scotnish

We have no current plan to increase the number of moorings in the bay. Due to the large waiting list we do continue to look at options to try to allocate more moorings. We are aware that there are a lot of unused running lines in the bay which could possibly be taken tidied up and used by those with smaller boats. We plan to try to identify who the lines belong to and encourage owners to sort them out. This will only allow for a couple more boats to use them.

A.O.B.

A member has asked why most of the properties in Tayvallich are piping untreated or partially treated sewage into the bay when Scottish water have installed at great cost and benefit to all a full treatment plant that hardly any properties are connected to. Is this a concern of the TBA?

A member confirmed that they were not connected to the treatment plant and that they have recently had their outlet inspected by SEPA. They have received a letter confirming that there is no harmful overflow from their septic tank.

It was agreed that the Bay is smelly, and it seems to have been particularly bad this year. It was agreed that the TBA should raise the issue with the Community Council as a first step and that it is important that action is taken to resolve this issue.

New website

We would like to develop a new website that is more user friendly and allow information to be managed more effectively. It was agreed that the Committee could progress this. Bill Anderson will forward contact details for a company that we could use.

Day boat use of the pontoon and congestion.

We suggested that we remove the 4 hour free charge for day boats and apply a charge of any length of stay. It was agreed that a £5 charge would be applied.

We also agreed to fix rings to the post office pier to allow it to be used.

It was also agreed that it should be minuted and all members reminded that there is a code of conduct, available on the website that we should all adhere to and remind other users of as needed (in a friendly and welcoming way).

Withdrawing ferry service

Nicol asked what the situation would be for next season. We agreed to keep in contact with Nicol and progress things quickly with Transport Scotland. We would hope that we don't reach the situation that we have to suspend the service.

Dinghies/overcrowding

The ongoing issue around congestion was discussed. It was agreed that a chain would be added between the cleats to allow more fixing points.

Changing the form of the Association to Ltd Company

It was agreed that that Committee should progress this.

The walkway at the path to the point

It is noted that the concrete path that used to allow access to the point is now in such disrepair it can not be used. We can add to funding applications if applicable.

Rafts in the Outer Bay

These belong to fishing boats. The one that is sinking is in the process of being dismantled and removed. The other is maintained and used by C&J Shellfish. It was confirmed that they don't pay a mooring fee for this, but they do contribute significantly to use the Carrick Pier. The Committee will consider this when reviewing charges.

It was also raised that there are a significant number of buoys for keeps in the Outer Bay which will be preventing anchoring in this area. Hans agreed to resolve this with the fishing boats.

Fishing Buoys in Loch Sween

An issue was raised about fishing Buoys not being marked properly and causing damage to boats. The commercial boats have recently been inspected. It seems like it is the hobby fishing that is causing the problem. Hans agreed to liaise with Fergie Anderson about a particular issue. It was agreed that the Committee would put together guidance for individuals laying their own creels. This would be issued to TBA members, and also sent to Castle Sween Holiday Park.

Election of committee

We feel we are all functioning well together and do not feel understaffed. We are all happy to continue as we are and re stand for the next year. Chris Plummer stepped in when Grant Lees retired. Proposed by John McArthur and Seconded by Bill Anderson, and welcomed to the Committee.

Bill Anderson thanked the Committee for their work.

End of meeting 13.00

Noted that the zoom attendees could not fully hear discussion in the hall. We will address this at future meetings.