

Pohara Boat Club

Commodore's Annual Report, 2017

It is my pleasure to present my first annual report as Commodore of the Pohara Boat Club.

The past year, while not uneventful, has been noted more for re-grouping, coming to order, and consolidation, following on from the two somewhat turbulent years of operation reported by the previous commodore, Alan Russell. Internally, we have been fortunate in having available a very able and committed group of members to serve on the committee. In particular, the accounting expertise of Paul Bastin, who first undertook the auditing of our accounts for the past two years, then joined the committee in the role of treasurer to provide ongoing financial and accounting skills, has been invaluable. As Paul has outlined in his Treasurer's report, the club is in a healthy position, financially. General membership is steady at 201 members, while the newly created 'Social Sidekick' membership category continues to grow (currently 58) - largely due to the Club Sunday dinner occasions so ably organised and catered by Amy Ashford and her willing band of volunteer catering assistants. Ramp card sales are down slightly at 139.

Externally, our relationship with Tasman District Council continues to be a rocky one, as we endeavour to look after the interests of the Club and its members in the face of considerable uncertainty concerning the commercial development of the port. Some significant changes to port infrastructure (both on land and within the harbour) to meet the needs of expanding commercial operations have been outlined by TDC, and the first phase of changes to the berthing facilities and on-shore layout of the port will be implemented before the year's end. While in the short term these changes are unlikely to impact upon recreational boat owners, in my opinion there remains considerable uncertainty regarding the future development of the port and the medium to long term place of recreational boating in future plans for port infrastructure.

Within the next year we expect to have to commence negotiations for the renewal of our lease with TDC. Many of you will be aware of the sad news of the passing of Golden Bay lawyer Warwick Heal earlier this month. Warwick generously provided the Club with legal advice during some of the more difficult periods in our relationship with TDC. The renegotiation of our lease will almost certainly require further legal input, and this is likely to require budgeting for legal advice over the coming two years. Even in the most cordial of circumstances, legal advice would be advisable in our dealings with TDC, but the history of our relationship in recent years creates a situation in which legal input will be essential.

Through the efforts of Graham Ashford, the Club is fortunate in having established a sound and mutually beneficial relationship with the NZ Motor Caravan Association. This month we have signed a Memorandum of Understanding with the NZMCA that will result in a significant financial contribution towards the costs of making our facilities available to NZMCA members. The NZMCA use of the port environs remains an ad hoc arrangement, still to be formalised through a resource consent process. We expect this to happen over the next year. Indications are that the Club will inevitably be drawn into the process, and legal input may be necessary in this matter also, as we safeguard the best interests of the Club.

Junior sailing courses continue to be well attended, thanks to the capable and enthusiastic efforts of Mark Laycock. We have also hosted two visits from the Yachting New Zealand/Lion Foundation sail training program during the past 12 months. As well as his commitment to tuition and training, Mark also undertakes the ongoing responsibility for the maintenance of our Optimist fleet, and ensuring the chase boats and safety equipment are maintained up to standard and in good order. Our small boat fleet has been expanded during the year with the addition of a Paper Tiger catamaran and a Hobie 16 catamaran. These have been languishing in the compound for over a year but thanks to the efforts of Graham Ashford they have been brought up to sailing standard

and are ready for use by members. A club open day was held in February, and was well attended by an enthusiastic group of junior sailors, who participated in a range of activities.

While trailer boat activity continues to be popular, activity by the keeler fleet is largely restricted to cruising, with insufficient critical mass of boats and willing crews for the regular racing that has occurred in previous years. However, while locally, keel boat racing is in the doldrums, Port Tarakohe remains a popular destination for racers from other clubs. In January we were pleased to host crews and supporters from the Tasman Cruising Club in Nelson, following a race that also included yachts from Royal Port Nicholson Yacht Club, and Mana Cruising Club. In March we hosted crews and supporters from the Waikawa Boating Club, together with several boats from Tasman Cruising Club. The success of these events as yacht races and as social occasions has led to both Tasman Cruising Club and Waikawa Boating Club booking in for a repeat of these events next year (2018), and it is possible that the number of events organised by these clubs with Port Tarakohe as a destination may increase further. We received very positive feedback from visiting crews and supporters on both occasions.

The operation of these events has been attended by some further difficulties in our relationship with TDC staff involved in the operation of the Port. However it is my hope that all parties involved in the organisation and running of these important events can resolve their differences over the coming months such that yacht racing and cruising events to Port Tarakohe can continue to grow in popularity, as it is in the interests of the club and the local community that these events continue to grow and be supported by all parties involved.

Over recent years the Club has maintained three permanent moorings for the use of members around the Abel Tasman National Park: (1) Tata Islands, (2) Taupo Point, and (3) Mutton Cove. The continuing operation of these moorings is subject to a resource consent (coastal permit) from Tasman District Council. Unfortunately the period of consent for all three moorings has expired, and regrettably, the cost of renewing the consents for all three moorings is substantial. Your committee has resolved to prioritise the re-consenting of just the Taupo Point mooring at this stage. Our application for a resource consent for this mooring is currently being processed by TDC. As all three moorings are currently un-consented, in a strict legal sense they no longer exist. While they remain in position, members should acknowledge that they are to be used at members own risk. We shall advise when the Taupo Point mooring is consented - and legal - once more. A member has reported possible deterioration in the state of the Tata Island club mooring, so particular care must be exercised in using this mooring in particular. We have not undertaken a detailed inspection of the state of any of the moorings over the past two years, and we would welcome offers of assistance from any member with appropriate skills to check the underwater state of the moorings at some stage during the year.

We have heard nothing from TDC regarding any plans for an increase in ramp charges, and we are optimistic that they will remain at the current level for the year ahead. Ramp card fees for the coming year remain unchanged on this basis.

We are continuing to build a stronger, more inclusive relationship with the Waka Ama Club. We are fortunate to have had Steve Du Feu on the committee for the past year, and we look forward to his further involvement in club affairs over the coming year. We are seeing an increase in paid up members from the Waka Ama group and with Steve's support we expect this to grow.

The club premises continue to be keenly sought after for weddings, birthday celebrations and other social occasions, as well as a meeting venue for other organisations and events. These functions are placing increasing demands on us to present the premises in the best possible state, which is not always easy when we rely upon voluntary labour. Maintenance and cleaning generally falls to the same small but dedicated team (thank you, Mark Laycock, John and Suzy Hall and the Ashford family), and we would welcome the involvement of the wider membership in assisting to maintain and present our facilities in the best possible state.

The club could not survive without the tireless efforts of all members of the committee, and other volunteers who pitch in on a regular basis to help out at events and the regular club Sunday dinner evenings. I would like to express my grateful thanks to all members of the current committee - Graham, Amy, Kevin, Suzy, Paul, Mark, Viesturs, and Steve - for their tireless efforts this year. In particular, I would like acknowledge the very important role played by Amy, our Social Co-ordinator. In the absence of a more active adult sailing program, our social activities, in particular the Sunday night dinners, are the glue that binds the club together, and Amy performs a tireless and very capable role in this respect. I would also like to acknowledge the family members of the committee whom also pitch in on a regular basis to help out in the bar and the kitchen. We appear to be functioning well as a committee, and I take it as a very positive sign that all members are willing to stand again for a further year. It will be a year in which continuity will be important, as we embark on the next stage of our uncertain relationship with TDC.

Finally, I would like to express my thanks to Alan Russell, the previous Commodore for providing some continuity on the executive over the past year, and wish him and Nancy well for their new life 'over the hill'.

A handwritten signature in black ink, appearing to read 'Mike Steven', written in a cursive style.

Mike Steven
Commodore
Pohara Boat Club
Sunday, 28 May 2017