

CONSERVATORS OF THE RIVER CAM

MINUTES OF A MEETING OF THE CONSERVATORS HELD IN COMMITTEE ROOM 1 (THE HEIDELBERG ROOM) AT THE GUILDHALL, CAMBRIDGE ON THURSDAY 10 JULY 2008 AT 9.30 am

Present: Mr J A Adams (in the chair)

Conservators: Mr A C G Brown, Mr R Ingersent, Cllr M I Nimmo-Smith, Mr L Phillips, Mr J R Pryce-Jones, Dr R D Walker, Cllr L Walker, Cllr T Ward and Cllr R M Williamson.

Observers: Cllr H Smith.

In Attendance: Dr P E Noon (River Manager), Mr J R Wakefield (Deputy River Manager) and Mr C S Sparkes (River Foreman).

And of the general public (who signed the attendance record): Mr J Leader.

Action Required

By

The Chairman opened the meeting at 9.30am and welcomed Dr G Brighty of the Environment Agency who was to serve as a Conservator in place of Mr C Howes (item 5).

Mr Phillips
entered the room

1. **Apologies for absence** had been received from Mr R Hardingham and Observers Mr R Bryant, Mr W Key and Mr J Bayliss-Smith.

2. **Minutes of the Meeting held on 10th April 2008:** The Minutes were approved and the Chairman authorised to sign them.

3. **Matters Arising from those minutes as reported (not dealt with elsewhere on the agenda):**

Mr Ingersent entered
the room

4. **'Water Bus' proposal for the Upper River:** Letters setting-out the new policy for the use of motorised vessels had been sent to the City Council's Executive Cllr Sian Reid, the Chief Executive of SCDC and David Howarth MP plus Mr A Pemberton, Cambridge Canoe Club and Newnham Riverbank Club. The new policy had also been published on the Conservators' website. A story on the 'ban' had been published in the 11th April edition of the Cambridge Evening News.

5. **Review of the Conservators' Mooring Policy:** The decisions taken at the 10th April meeting had been published on the Conservators' website. A meeting with Cam Rowing representatives was convened by the Chairman on 9th June. The rowing representatives welcomed this opening of formal communications.

The River Manager met with City officers and their appointed tree surgeons to discuss the programme of tree works along the

Chesterton bank opposite Riverside. Reduction works were agreed, including the removal of a large willow tree which had been cited as the cause for a number of collisions on the navigation. The City Council was to issue notice of their intentions to the public, with reasons.

6.2 Pontoon licences: A licence had been prepared for Cambridge City Council to install a new pontoon at La Mimosa. The return of the signed licence agreement remained outstanding.

6.5 Events: The River Manager regretted being unable to attend the Ely Aquafest on 6th July; publicity leaflets had been produced for distribution from the Environment Agency's stand. The River Manager had negotiated display space in the EA's marquee at the Bedford River Festival, 12th-13th July, and attended the event at nil charge to the Conservancy.

6a Pontoon licence at Tyrell's, Quayside (Scudamore's): Scudamore's had moved the ticket office from La Mimosa up to Quayside to replace the former Tyrell's kiosk. Modifications were being made to the pontoon decking within the footprint of the current licence.

9.3.4 Vehicles: The tractor's annual tax certificate had been renewed.

9.4.4 Miscellaneous Applications: Payment of £1143 had been received from ECS Engineering for the works at Bishop's Mill Sluices.

9.5.4 Incidents: The case against Mr Ali, cruiser 'Puffin', was heard at Ely Magistrate's Court on 10th June. The accused pleaded guilty to byelaw 4.1(b) for failing to navigate with due caution during the Lent Bumps. The Magistrate was not satisfied with Mr Ali's response regarding the second offence under byelaw 6.11 (interfering with a race). A date for a trial, with witnesses present, had therefore been fixed for 9th September.

The River Manager had sent case materials to Archer & Archer in respect of the second incident during the Lent Bumps involving narrowboat 'Montie', skippered by Mr A Lawrence.

The River Manager was assembling case papers against Mr Middleton for his assault upon a sculler in May.

Mr Wakefield entered
the room

9.5.6 Obstructions: Approved reduction works to a large willow tree to the rear of Banhams Close had been completed by the river crew to improve navigational safety.

9.5.10 Removal of Sunken Boats: Unclaimed vessel 'Glow of Light' had been destroyed at Clayhithe in accordance with the byelaws.

9.9.1 Events: The CUCBC and CRA had remitted their contributions towards the costs of the event banner for the footbridge at Baits Bite Lock.

Cambridge City Council and Cambridge School of Visual and Performing Arts had been invoiced with the fees for the 'on the water' fashion show which took place on 14th June, evening, adjacent to Jubilee Gardens.

River Manager

Dr Walker made a general comment about the recording of the meetings and asked that when Conservators made a decision, the reasons leading to that decision should be reported. The Chairman noted his comments.

4. **Business Plan, 2008-2013:** The sub-committee group (Chairman, Cllr Ward, Mr Brown, the River Manager and her Deputy) met on 20th June to prepare the final draft which was circulated to Conservators before this meeting. The Chairman told Conservators that Professor Michael Chisholm had commented on the draft and this had been very helpful. The Chairman thanked the sub-committee group for their work. The Business Plan set out the plans for managing the river and the Conservators' assets for the next 5-years. The plan had already taken effect as of 1st April 2008.

River Manager

The Chairman guided the Conservators through the summary of priorities categorised by high, medium and low risk and some amendments were made to the summary table as discussions developed. The Conservators recognised that perhaps their highest priority was to establish their position regarding their authority to issue licences under the terms of the 1922 Act. There was insufficient time for any amendments to the acts or byelaws to be put into effect via government before the expiry of the current pontoon licences in 2010. Mr Brown favoured the formation of a standing committee to improve the efficiency of managing the Conservators' business; such a committee could provide greater support to the River Manager by distributing the workload amongst the membership. Staff policies required review but there was a lack of in-house HR expertise to cope with increasingly complex employment legislation. An HR consultant's services might need to be employed. Cllr Williamson believed that the Conservators could best summarise the risks facing their business using a Risk Register approach, as being undertaken by the County Council. A full review of the Conservators' properties would be undertaken in 2008/09.

The Conservators went through each section of the report (constitution, administration and staffing, assets, work programme, licensing, finance) and discussed key points. The summary projections of capital expenditure needs for the period 2008-2013 showed that reserves would be seriously depleted and income would be required from other sources if the present operational assets were to be maintained adequately. The status of Jesus Lock was of concern. The Chairman believed that the Conservators should be building up more reserves to cope with the possible scenario of a complete re-build of this lock, i.e.

£1 million, but Mr Ingersent questioned this necessity, believing that other parties might come to the Conservators' aid if this worst case scenario happened. Conservators agreed that their financial status, including an assessment of their liabilities and business needs, was not fully known at this time.

The Chairman returned to the summary table at the front of the document and the River Manager made corrections to the priorities. The Chairman made a motion for Conservators to approve the Plan.

On the proposition of Mr C Brown, seconded by Cllr T Ward, Conservators approved the final draft of the Business Plan unanimously.

River Manager The River Manager was instructed to circulate revised copies of the Business Plan to the membership.

5.
Cllr Nimmo-Smith
left the room

Matter Agreed:

5.1 Appointment of Conservators: Mr C Howes (EA appointee) was unable to attend future meetings owing to work commitments. Dr G Brighty was acting as Central Area Manager, Brampton office. Dr Brighty was available to take on the role, if Conservators were agreeable to this substitution under the terms of the Commissioner Clauses Act.

Cllr Nimmo-Smith
entered the room

On the proposition of Dr Chancellor, seconded by Dr R Walker, Conservators were unanimous in their decision to agree the appointment of Dr G Brighty in the place of Mr C Howes.

Dr Chancellor had brought a letter of resignation with him to the meeting. He regretted being unable to continue with his appointment. A change in his career meant that he would be making an increased number of visits overseas to pursue his research.

Mr Sparkes left the
Room, Mr Doggett
entered the room

5.2 Office supplies: Officers requested permission to purchase a bulk photocopier for the office at Baits Bite; a quotation was presented by the Deputy River Manager. Conservators discussed the relative merits of different types of machines and servicing arrangements.

River Manager/
Deputy River
Manager

Conservators declined the invitation to approve the spend and asked their officers to return to a future meeting with further information.

Cllr Nimmo-Smith and
Mr Doggett left the room

5.3 Pontoon licences: Conservators were reminded that their position at the time of renewing the pontoon licences in 2010 remained uncertain owing to the limitations of their statutes. The issue was a threat to the Conservators' business operations and a recommendation had been made in the Business Plan to form a sub-committee group to produce a report, put questions to legal advisors and to produce recommendations for the future issue of pontoon licences.

Mr Sparkes entered
the room

The Chairman asked Conservators if they were agreeable to the formation of a sub-committee group. Conservators were asked to declare their interests before discussing this matter. Mr Ingersent

Cllr Nimmo-Smith
entered the room

declared a prejudicial interest; Cllrs Ward and Walker declared their interests as City Councillors.

The Chairman called upon those remaining Conservators to volunteer to sit on this sub-committee group. He suggested that this might ideally comprise four to five individuals, including himself and the River Manager. Mr Brown and Dr Walker indicated that they would be willing to join this group.

Chairman / River
Manager

On the proposal of Mr Pryce-Jones, seconded by Dr Chancellor, Conservators agreed to appoint a sub-committee group to research the issues surrounding the renewal of pontoon licences and to report back to the Conservators at a future meeting.

5.4 Inspection by launch: Dr Walker had asked officers if the traditional annual inspection of the Conservancy Area by launch could be re-instituted. A number of newly-appointed Conservators had not yet seen the Area in full. Conservators were asked to agree a date for this tour. Cllr Smith asked if Observers could be invited also. Mr R J Pryce-Jones offered the use of the Goldie Boat Club minibus.

River Manager

Conservators agreed that a tour of the Conservancy Area should be arranged for the afternoon of 16 September, to include Observers.

5.5 Charity Duck Race (Cambridge Building Society): Cambridge Building Society had requested permission to hold a charity Duck Race on the River Cam on 23rd September, starting near Victoria Avenue and ending near Queens' Boathouse. A suspension of navigation would be required and the applicant had been advised that they would have to pay the costs of advertising the public notice. The River Manager asked Conservators if they would agree to the hosting of this event without a fee being charged. Dr Walker queried the fate of the plastic ducks and Mr Sparkes reassured him that the event organisers were normally very good at recovering them from the river.

River Manager

Conservators approved the charity duck race unanimously. The River Manager would arrange the advertising and suspension of navigation.

6. Chairman's Report: The Chairman reported that May and June had been a busy period with sub-committee group meetings; he thanked those involved. Mr Adams had met with Professor M Chisholm and had received advice on a number of issues. Mr Adams conducted the River Manager's annual appraisal in June, setting her targets for 2008/09. It had been useful to hear the views of rowing representatives at a joint meeting; both parties had a better understanding of each other's expectations. Mr Adams had attended a Cambridgeshire Horizons Conference in June which focused on the Growth Agenda with opportunities for funding linked to housing developments. Mr Adams had also made a presentation to the Parliamentary Waterways Group. By the end of July, Mr Adams reported that he would be retiring from the EA and he would be able to dedicate more time to the Conservators' business.

7. Finance Report:

7.1 Income and Expenditure: The audited accounts for the year ending 31st March 2008 received formal approval from the Conservators, and Mr J Adams and Dr R Walker were authorised to sign the top three copies on a unanimous resolution. Three corrections were made to the letter of representation at Dr Walker's request and the Chairman was authorised to sign the letter of representation on behalf of the Conservators.

7.2 Registrations: The Conservators noted the registration income to 30th June 2008, a schedule of which had been tabled. The number of registered vessels by registration category was tabled for the year-to-date. Income was £16K less than the same period of the previous year, mostly explained by a reduced number of commercial punt registrations. Income from this source was expected to increase over the summer.

7.3 Capital: Conservators noted that there was £385,000 invested with Barclays London Treasurers earning 4.405% (£270,000 providing 4.585% the same time last year) until 23rd July 2008 and £250,000 on a Hallmark Account at Cambridge Building Society bringing in 4.09% (AER).

8. River Manager's Report:

The Conservators noted her report on:-

8.1 Administration: The City Council had received a request for information pertaining to minutes of a joint meeting with Conservators' officers under the Freedom of Information Act. The River Manager contacted the Information Commissioners' Office in London to establish the Conservators' position in respect of direct requests for information by members of the public. The ICO advised that the Conservators were not a public authority *sensu stricto*; release of information was therefore entirely at the Conservators' discretion. The ICO had confirmed the Conservators' registration for the Data Protection Act 1998 for another year (up to 25th July 2009), renewal cost £35.

The office BT Broadband connection failed on 16th June severely affecting the office administration (no e-mail or internet access). BT finally restored the service on 2nd July. A number of faults had been responsible for the loss of service. BT offered no apology for the disruption to business.

8.1.1 Archiving: Clarks' Shoe Museum, Somerset, had been unable to find a Cambridgeshire museum to store Mr Richardson's 'fen waders'. They had therefore been delivered to Baits Bite office.

A lady researching her family history had sent some photographs and copies of marriage and death certificates to the

officer pertaining to a former lock-keeper, Mr Herbert Dewsbury (Dewsberry) and his son, Albert.

- 8.1.2 Business Plan: The sub-committee group (Chairman, Cllr Ward, Mr Brown, River Manager and her Deputy) met on 20th June to discuss the final draft of the document.
- 8.1.3 Dinner to mark the retirement of Professor Michael Chisholm: A dinner was held at Trinity Hall on 24th April, by kind arrangement of Dr Chancellor, to mark Professor Chisholm's retirement as a long-standing and influential Conservator and latterly, Chairman. Conservators and officers were joined by Mrs Judith Chisholm for the evening. Professor Chisholm was presented with a gift in the form of a large hand-blown glass vase etched with rosebuds. Mrs Chisholm was presented with a bouquet of flowers. Dr Walker gave an after-dinner speech. Professor Chisholm sent a letter of thanks which had been circulated to Conservators, accompanied by mention of his recently-completed co-authored book about the reorganisation of local government.
- 8.1.4 Appointment of Conservators: the Clerk of the Nominations Committee for the Appointment Board of the University of Cambridge had sent their invitations to renew appointees Drs Walker and Chancellor as of 1st January 2009. On account of Dr Chancellor's resignation presented at the meeting, the River Manager would inform the Clerk that two further appointees were required to complete the University's allocation.
- 8.1.5 AINA/BW consultation: AINA had released its report produced by consultants Royal Haskoning Ltd entitled 'Management Strategies and Mitigation Measures for the Inland Navigation Sector in Relation to Ecological Potential for Inland Waterways'. This advisory document had been commissioned in preparation for the implementation date of the EU Water Framework Directive. Navigation authorities were required to produce a list of potential measures to mitigate the ecological impacts of their operations. The 'ecological potential' of inland waterways had to be to classified under the Directive. Navigation authorities were being urged to contact their local EA office to ensure the classification of the waterway included management operations before the draft River Basin Plans were circulated for public consultation at the end of 2008. The AINA office and administration had been re-shaped as part of its new 3-year work programme (2008-2011), losing its full-time Office Manager. Cost savings would allow greater flexibility to buy in specific skills for key tasks. Some in-kind support services were to be provided by BW. AINA had published two further work packages from its 2005-2008 Action Plan, available to AINA members on their web pages: 'Making sustainability a core value: guidance for

navigation authorities' and 'Harnessing the potential of our waterways: bringing benefits back to navigation authorities'.

The River Manager attended meetings of the AINA Executive Committee on 19th May (Leeds) and 24th June (London).

The invoice for the 2008/09 annual subscription to AINA had been paid (£500).

River Foreman

8.1.6 Insurance: Insurance premiums for the year had been paid. The insurers' inspection specialist from Allianz Cornhill visited on 30th April to inspect various items of lifting gear. His report stipulated certain repairs to the Berky weed harvester (improvements to leg stability, marking of maximum load weight for the lifting arm).

Cllr Walker had asked the River Manager about the individual liabilities of Conservators in the event of an accident or claim. All Conservators were covered by the Professional Liability Insurance Policy (up to £1,000,000).

A credit note had been received from the brokers (£515.64) in respect of the Mazda truck. The truck had been sold to W Chipchase Esq. Insurance costs for the year were within budget.

Badhams Law, acting on behalf of the insurers Royal & Sun Alliance, had sent a VAT invoice to the Conservators in respect of fees incurred during the settling of Mrs Baker's claim. Since the Conservators were not VAT registered, this invoice was forwarded to Royal & Sun Alliance, who then settled this account direct with Badhams. Mrs Baker's claim for damages had been settled; damages were pleaded in the region of £150,000 but after much discussion the claim was settled at £30,000. Royal & Sun Alliance was in dialogue with the claimant's solicitors over their costs.

The River Manager had sought advice from the insurers about the Conservators' liabilities involving members of the public using the navigation, especially in relation to the loading and unloading of passengers from commercial punts on third party properties. At the time of the meeting a response had not been forthcoming.

8.1.7 Office supplies: See Matter Agreed, above.

8.1.8 Procedures: Following an enquiry by Mr Macnaghten (Director, Scudamore's) relating to the Conservancy's procedures for operating the gates at Bishop's Mill Sluices on behalf of the City Council, the River Manager had updated the Risk Assessment and forwarded a copy to Mr Macnaghten for his, and his staff's, attention (see 8.4.1 below). This Risk Assessment was to be reviewed and amended once automation of the gates had been completed.

8.1.9 Staff: The Chairman conducted the River Manager's annual appraisal interview on 3rd June. Powerboat Level II training for

the Deputy River Manager (agreed January 2008) and the river crew (required by the EA under the MOU) had been booked for early September at Grafham Water Centre. A group booking discount had been agreed.

8.1.10 Licensing Act: Nothing to report.

8.1.11 Grant applications: The River Manager attended a one-day meeting held by Funding East on 10th June in Chesterton. At that meeting, funding administrators presented information on the range of Lottery grants available, illustrated by case studies. The Conservators' status made them ineligible to apply directly for many of these Lottery grants, but the Conservators would act in the capacity as partner in shared initiatives with, for example, community organisations.

8.2 Property management: The SCDC Smoke Free Compliance Officer visited the office and Depot on 16th April and both premises passed the inspection (mandatory display of smoke-free signs). Carter Jonas had extended an invitation to an Open Day on 28th June where an expert was to be available to provide more information on Energy Performance Certificates, required for rental properties from 1st October 2008. None of the staff were able to attend.

8.2.1 Jesus Lock Keeper's Cottage: Two of the tenants had given notice. The remaining tenants had indicated their commitment to remain, and had offered to find replacements for the two vacant rooms.

An invoice from Cambridge City Council for water consumption (£65.88) was forwarded to Carter Jonas to pass on to the tenants. The tenants had failed to remit payment to Cambridge City Council by due date. There was an outstanding amount due in respect of the Council Tax from 2007/08 (£136.76) owed by a tenant who had long-since vacated the property; the City Council was threatening court proceedings and removing the right to payment by instalments. Carter Jonas had taken up the matter with the existing tenants.

8.2.2 Baits Bite Cottages: The sewage treatment plant had been serviced by Wendage Pollution Control Ltd for £188. The septic tank required emptying; Veolia, who had emptied the septic tank at Clayhithe in the past, had been approached to undertake this.

The timber fencing to the rear of the cottages had been repaired by W Chipchase Esq. at a cost of £592.42. New tenancy agreements had been signed. Mr Debnam and Ms Clough had renewed their tenancy at No. 1 Cottage from 1st May 2008 for one year. The rent at No. 2 Cottage (tenants Mr & Mrs Clarke) had increased to £940 per calendar month as of 8th April. Carter Jonas completed property inspections on 16th June.

- 8.2.3 Baits Bite Office: The annual invoice (period 1st April 2008 to 31st March 2009) for the housing of the Environment Agency's telemetry equipment for the sluices was issued on 30th April (£328.50). Payment had been received.
New handrails had been erected at the front steps to the lock house/office by Ornamental Engineering (cost £650).
Renovation of a small storeroom to the rear of the office (new flooring, wall plaster, painting) had been completed, with the Chairman's approval, by the river crew. This room was used by Peters Elworthy & Moore when conducting the audit in June and also for the River Manager's appraisal interview. If it was to serve a purpose for document storage, additional security measures would be required.
- 8.2.4 Clayhithe House and Depot/Workshop: Nothing to report.
- 8.2.5 Jesus Lock: R L Atkinson undertook repairs to the brickwork in the Lock, as quoted in October 2007 (£3,055). Boaters had been experiencing problems operating the Lock due to difficulties in equalising water pressures; the cause appeared to be leakage from the gates and cill, reported to Conservators previously. A programme of capital expenditure had been included in the 5-year Business Plan (see item 4).
- 8.2.6 Baits Bite Lock: R J Marriott conducted a bi-annual service 14th April for £705 and payment had been made. The engineers reported wear in both bushes on the hydraulic rams, at the fixed ends; they recommended replacement of the bushes. The bottom seal on the guillotine gate was perished. A one-day closure of the lock would be required to undertake these repairs, at which time the faulty gear box could be attended to as well. The river crew replaced the perished hydraulic hoses on the left-hand v-door, as recommended by the engineers on 14th May (cost of replacement hoses was £200).
Graeme Cooper carried out a periodic electrical installation inspection on 24th April. Their report did not indicate any need for remedial work.
The owner of riverboat Georgina, Mr J Rolls, had asked if Baits Bite lock could be used as a dry dock for a day. MCA inspectors needed to complete a below-the-waterline inspection of the vessel before re-issuing the vessel's Insurance Certificate for Passenger Operations. No local dock or lifting facilities could cope with a vessel of this size. Mr Rolls proposed propping Georgina's stern on the cill and dropping the water level in the lock to expose the propeller for inspection. Mr Rolls was prepared to underwrite the operation via his insurers. The River Manager consulted with the Chairman and MCA regarding this request. A similar undertaking had been completed on Essex Waterways for a passenger vessel, the Victoria. The request was declined for various reasons: risk of the operation failing, a non-standard suspension of navigation

(acting beyond the Conservators' duties), setting the precedent for other requests. The managers of Georgina had managed to arrange a booking at Wisbech for this inspection in July.

8.2.7 The Halingway: Tree no. 71, in a dangerous condition, was taken down, sectionally, by Town & Country Tree Surgery in May. The river crew arranged a temporary diversion of the footpath across the County's set aside field to the rear of the Halingway (with their permission) over the weekend until the tree surgeons could attend the site.

Tree no. 653 collapsed into the river mid June. The river crew attended to its removal.

Country Grounds Maintenance Ltd were contracted to apply herbicide along the towpath in June. The cost of this was to be recharged to Cambridgeshire County Council, in accordance with the terms of the lease agreement.

Country Grounds Maintenance Ltd attended to the cutting of grass along the Halingway 20th to 22nd May (cost £1,221.41).

A large section of tree no. 653 near the A14 road bridge, collapsed onto the towpath overnight on the 22nd/23rd June. The river crew attended to its removal promptly on the morning of 23rd June.

Mr and Mrs Mansfield had declined the offer of installing a memorial bench beside the Halingway at Long Reach.

8.2.8 Lease of Fishing Rights: The invoice for the six-monthly rental (£1,065) had been issued to Cambridge Fish Preservation & Angling Society and payment had been received. Close Season ended midnight on 15th June. The River Manager had reported a number of instances of illegal fishing to the EA during Close Season. The River Manager has asked the EA Fisheries' Enforcement officer for summary statistics of illegal fishing reported on the Cam during Close Season. The principal locations for this illegal activity had been Ditton Fields, Grassy Corner and under the A14 road bridge. Dr Brighty would chase his colleagues for this information.

8.2.9 Grazing, 1.74 acres Fen Road: Nothing to report.

8.2.10 Grazing, 4.69 acres Fen Road: Payment of the six-monthly rental by Mr J Burton (£375) had been received.

8.2.11 11.3 acres Clayhithe Field: The six-monthly (Dec-May) water bill (£23.52) had been paid. Mr Smart, the tenant, had been asked to refund these monies to the Conservators. Payment had been received together with the annual rent for the field (£400).

8.3 Plant and equipment

8.3.1 Computer: A technician from Arden Knowledge Management upgraded the office fax and e-mail facilities on 4th June

following recurrent problems with the fax system. The Norton Anti-Virus subscription for the River Bailiff's laptop was renewed in June for a further year (£39.99). The BT Broadband connection (allowing access to the internet and e-mail) failed on the afternoon of 16th June. BT could not trace a fault on the line and they were unable to resolve their inter-departmental differences of opinion regarding the cause of the fault. The River Manager called in AKM, the software support specialists, at cost to the Conservators on 24th June, who established that there was a fault with BT's hardware. After 9 days without a service, the River Manager threatened legal action if BT did not send a service Engineer to the site. The service was finally restored by BT Engineers on 2nd July. A large number of e-mails had accumulated during this period, requiring the River Manager to work long hours to clear the back-log.

8.3.2 Conservators' Boats: The stabilizer legs of the 'Berky' had been modified and refurbished by P Maskell, as required by the insurers, for £2706 ex. VAT.

The old open workboat, the Seabird 900, had been sold by tender for £175. The new owner was advised that the vessel could be claimed from the Depot once payment had been received.

The River Manager had made enquiries regarding the costs of new boat covers for the two Jeanneau Aquapeche open boats (the Bailiff's punt and open boat 'Fred Young'). It would cost approximately £200 per boat ex. VAT depending on the choice of material (polyester or vinyl).

8.3.3 Safety Equipment: Fire extinguisher inspections had been carried out at Clayhithe Depot and Baits Bite office in accordance with BS5306 Part 3 1985 (Fire Extinguisher Installations and Equipment on Premises) on 20th May 2008.

Mr Allen, the new publican of the Bridge Hotel, Waterbeach, contacted the office about the provision of lifebuoys along the river frontage, following a recommendation from his insurers. Mr Allen was told that this equipment was his responsibility, not the Conservators'.

8.3.4 Vehicles: The Mazda truck had been sold to W D Chipchase for £950. The 'no-claim-bonus' (in excess of £500) had been transferred to the new Mitsubishi truck.

8.3.5 Mobile phones: Nothing to report.

8.4 River Work

8.4.1 Bishop's Mill SLA with the City Council: One of the gates at Bishop's Mill has been dammed-off. ECS Engineering Services were discussing a means of completing the works on behalf of the City Council. A coffer dam was to be used to isolate the

gates and their nosings during the refurbishment. Scudamore's, who had customarily adjusted the water levels in the Upper River to assist in their punting operations over a long period of time, broke their restricted-issue key allowing access to the padlocks isolating the operating mechanisms. A replacement key was only available via the EA and the River Manager had asked the City Council Property & Building Services Manager if he could arrange a new key, if they wished for Scudamore's to continue operating the gates under this informal arrangement. There had been fewer emergency callouts to the gates over the last quarter.

8.4.2 EA Memorandum of Understanding (SLA): The copy of the agreement was with the new acting Central Area Manager, Dr G Brighty, to be signed off. The EA had not yet provided an order number in respect of this year's MOU. The River Manager had prepared a quotation for additional works (cutting weed at Bottisham fishing reaches, and Burwell and Reach Lodes).

8.4.3 Towpath - grass cutting: see 8.2.7.

8.4.4 Miscellaneous Applications: Scudamore's had returned their remittance in respect of film permits issued in 2007/08. A film showing a 'bluffer's guide to punting' had appeared on the BBC Look East's web-site; the film-makers had not been granted a permit. The River Manager pursued this matter with St John's College Punt Society, believed to have been involved in the project. The college refuted this allegation. The film-makers could not be identified.

Cambridge University Canoe Club had been given notice to quit Robinson Crusoe Island where they had stored their craft in Scudamore's sheds for a number of years. The Club had requested permission to install a landing stage at Newnham. A licence was not required under the 1922 Act but the Club was advised to seek the landowner's permission and consent from the EA. Both permissions were obtained; the new landing stage had been put into place in May.

Balfour Beatty Civil Engineering requested permission to use a mobile gantry at Riverside to complete works to the new bridge, 12th-16th May. A suspension of navigation was not deemed necessary. River users were informed by e-mail. Balfour Beatty requested the services of the river crew to clear some building materials which had fallen into the river near the new bridge ramp at Riverside. The 'Berky' was being repaired at the time so the request was declined; the company was asked to approach an alternative contractor.

Cambridge Canoe Club was discussing its programme to install flow deflectors at Bishop's Mill Sluices with the City Council. A lowering of the Middle River had been proposed, but the River Manager informed both parties that the dates of the

agreed 'window' could not be changed. The earliest date for a river lowering was 1st December 2008 and standard fees would apply.

Rumours circulated that the 'water bus' proponents were going to start operating on 1st June regardless of the new policy for the use of motorised craft on the Upper River. A motorised punt had been sighted at Newnham. The River Manager wrote to Mr Garlick and Mr Ramsey reminding them of the new policy, effective from 10th April 2008. There have been no further sightings of the motorised vessel.

The River Manager was invited to the opening of the new Riverside Bridge by the CEO of Sustrans on 5th June. A lunchtime reception was held in the Museum of Technology after the opening ceremony.

The BBC had enquired about filming along the Backs for a programme called 'Seven Ages of Britain'. A suspension of navigation was not required.

A landowner at Chesterton had enquired about 'desilting' two private cuts for moorings on his property. He was referred to the EA to gain consent whereupon the River Manager would provide a quotation for the river crew's services.

Barry Vincent Roofing Services were to undertake roof repairs to the Bridge of Sighs on behalf of St John's College 7th-21st July. A public notice had been issued in accordance with the 1851 Act and a licence had been issued for the scaffolding and works.

- 8.4.5 Rubbish Clearance (City): Strawberry Fair was held on 7th June and Midsummer Fair was held over the weekend of 21st/22nd June (both on Midsummer Common). In keeping with previous years, the river crew had to clear litter from the river after the Fairs.

Ms L Sheehan had informed the River Manager of a local bicycle recycling initiative operated by an outlet of Sawston College, 'Opportunities Without Limits'. The river crew collected a large number of bicycles from the river and very few were ever reclaimed by their owners. Periodically, they were taken to the landfill tip. A link to a local recycling initiative would be a preferred means of 'disposing' of this collected rubbish. The River Manager would make further enquiries.

- 8.4.6 Third Party Rechargeable: Invoices in respect of the River Bailiff's weekly boat counts on behalf of Cambridge City Council had been issued and payments had been received.

The tree at Capstan Close, opposite Riverside, fell into the river 30th May 2008. The landowner's agent, Covehome Property Management, St Neots, arranged for the tree to be removed. The River Bailiff attended at the scene in order to direct boats. Bank repair works to a private property in Horningsea (as reported at the last meeting) had been undertaken by the river

crew. The property owner signed a licence agreement for the works. Full payment was due.

8.4.7 Tree Pollarding: The River Bailiff's updated survey of the Halingway trees was ongoing. This information was to be used in planning future tree management.

8.4.8 Weed cutting: River weed was cut by the river crew in preparation for the 'May Bumps' and a navigation cut was completed between Baits Bite and Chesterton the week ending 27th June.

8.4.9 Bank Maintenance: A section of new sheet-steel pilings at Horningsea was to be completed after the River Foreman had returned from a short period of annual leave.

8.5 Acts / Byelaws

8.5.1 Breaches of mooring policy: The River Bailiff had issued 3 notices against vessel owners in the last quarter: double-moored vessels at Brown's Field (Fen Ditton), a wide-beam vessel in a restricted area and a vessel in a no mooring zone.

8.5.2 Moorings under Bridges: The River Bailiff had noted that vessels previously moored under Silver Street bridge (Scudamore's) had been moved. Scudamore's were keeping more punts on the Upper River.

8.5.3 Incidents: Mr Jolly, of Riverside Place, reported three teenage girls climbing onto a vessel moored at Riverside on 17th April. The girls started to vandalise the vessel. The Police were called; by the time that they had arrived the girls had gone. The EA received a report of vessel 'Pyxis' pumping out diesel into the river, accompanied by strong-smelling fumes. The River Bailiff was deployed to verify this report. No pollution was apparent at the time of his visit.

A dead deer was retrieved from the river at Chesterton in April. The river crew disposed of the carcass.

A sculler collided with Mr Middleton's barge, moored temporarily at Long Reach, morning of 28th April. Mr Middleton telephoned the River Manager to report the incident immediately. The sculler was known to him. Mr Middleton believed that his vessel had been rammed deliberately. The sculler refused to offer an apology. An incensed Mr Middleton had given chase and barred the sculler's return to the City. Mr Middleton forced the sculler onto the bank, demanding his registration number and name in a highly threatening manner. Once the sculler divulged this information, Mr Middleton pushed him into the river. The River Manager asked the CUCBC committee to pursue this report and the sculler was asked to complete a Conservancy incident report form. The sculler went to the Police station in the afternoon but he did not

press charges for assault; he admitted that his attitude had contributed to the way in which the incident had escalated. The Police visited Mr Middleton at his moorings. Soon after this incident Mr Middleton left the Conservancy Area aboard his barge. The River Manager sent an open letter to Mr Middleton warning him that prosecution proceedings may be instituted against him for breach of the Conservators' byelaws. The CUCBC legal advisor had prepared two witness statements and these were to be submitted to the River Manager for further consideration by the solicitors.

The metal flood doors at the end of the field drain adjacent to Fen Road, Milton, were stolen over a series of nights at the end of April and this was reported to the Police. Asset ownership was uncertain, but SCDC had inspected the drain and were to decide whether to replace the gates or not given the likelihood that they might be stolen again from this remote location.

A punt party was subject to an 'unprovoked' attack by another group on board a Scudamore's hire punt on 10th May. A punter's pole was grabbed and he was pulled into the water. The punter climbed into the nearest punt, and was then abducted along the river for some distance before he was able to escape onto another punt, then ashore. The punter was very shaken by this incident, which was possibly of a racist nature, and reported it to the Police. The River Manager made enquiries with Scudamore's as to the hirers' identities, but they were unable to find a record of their names and addresses.

A cow fell into the river at Midsummer Common on 12th May. The City Council's officers recovered the animal.

Cambridgeshire 'Boatwatch' had reported a number of vessel-related crimes in the region, including thefts of outboard engines.

A customer fell off a punt whilst disembarking at Quayside on 13th May 2008. The operator, Mr Matthews, was asked to submit an accident report, as required under the Code of Practice. The River Manager was following-up the matter with the operator's insurers and had submitted reports to the Marine Accident Investigation Branch in accordance with regulations.

Mr Smart (grazing tenant, Clayhithe Field) had reported fly-tipping on one of his other rented fields north of Bottisham by a City moorer. The rubbish included items with the vessel owner's personal details. The moorer was in the Conservancy Area 2007/08. The River Manager asked the EA's River Inspector to investigate the vessel's current location. Mr Smart would continue his enquiries with the EA. He was keen to prosecute.

A Clare college boat was shouted at by a residential moorer in a manner which they perceived to be intimidating. The moorer told the River Manager that he had shouted at the crew to draw their attention to a narrowboat. They were on a collision course and had not seen the other vessel. The narrowboat had seen the eight and had already started to take avoiding action.

A local resident had complained about a rower who, on 24th May, was urinating openly beside the towpath above Baits Bite lock. The lady had taken offence and the rower had ridiculed her, exaggerating his actions. The lady had made a report to the Police. The River Manager made enquiries with the rowing clubs and the vessel described appeared to belong to Champion of the Thames. The club committee were very anxious about their reputation, and they were to follow up this matter amongst their members. The Club sent an apology to the lady but they were unable to establish the identity of the offender, who may have been associated with another rowing vessel at the time. Urinating in public place carried an £80 penalty.

A large willow tree on the island to the rear of Capstan Close (formerly Banhams yard) collapsed into the river on 28th May. The River Manager had written to the property management company and property owner about this tree previously.

A scaffold pole had been driven into the river bed at Stourbridge Common without permission, presumably by a moorer attempting to protect their vessel from damage caused by collisions. The river crew removed the pole.

There had been a number of instances of rowing vessels colliding with a moored cruiser at Baits Bite Lock whilst attempting to 'spin' in normal flow conditions. The CUCBC was asked to remind its members to navigate with due caution and to turn before this point well ahead of the sluices.

The Queens' Boat Club boatman had complained that vegetation encroachment between Green Dragon Bridge and Elizabeth Way road bridge had been the cause of a collision between two quad sculls on 1st June.

A Pembroke College rowing eight rowed into a group of ducklings at Fen Ditton, evening of 3rd June. A landowner shouted at the crew and the Cox reportedly shouted to the crew "£5 for the first person to kill a duck". The River Manager had asked the landowner for further details of the incident.

On 7th June CUCBC received a complaint about a member of a college rowing crew standing up in their vessel at Stourbridge Common and urinating directly in the river in full view of the public. On the same evening, a group of people in the garden of the Plough, Fen Ditton, threw rocks at passing rowing crews. CUCBC had sought the assistance of the Police to increase their presence along the river during the May Bumps.

Hireboat 'Sunseeker 2' from Bridge Boatyard got caught on the cill at Baits Bite lock on 17th June. The River Manager and Mr Russell, CFPAS Fishing Bailiff, assisted the holidaymakers.

- 8.5.4 Navigation: Dr J Macginnis had queried the unlimited issue of registrations to wide beam punts. He believed these punts were a danger to other river users. His photographs attested to collisions between wide beam punts and others along the Backs. Incidents along the Backs were rarely reported so there was no means of substantiating the risk caused by this apparent

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congestion. Providing the vessels met safe standards of construction registration was granted.

The River Manager had ordered a sign (£266 plus VAT) to encourage rowers to 'spin' opposite John Leader's boathouses at Baits Bite. The sign was to prompt crews to turn well ahead of the sluices, so reducing the chances of them being swept onto the weir safety boom during conditions of high flow. The river crew were to install the sign on the Halingway. A navigation directive was to be issued under byelaw 3, Control of traffic on the river.

The River Manager had written to several punt operators who had been observed by the River Bailiff exceeding the passenger limit on their punts. The operators were reminded that this placed them in breach of the Code of Practice for Commercial Punt Operators.

Cruiser 'Victoria II' (EA-registered vessel G12826, ex-Ely) was observed speeding past moored vessels at Chesterton on 19th April. The vessel was carrying a party of excited youths. The vessel moored up overnight at Jesus Green and the occupants pitched a tent beside the footpath. The River Bailiff reported their abusive, drunken behaviour to the Police. The River Manager confirmed the owner's address details with the EA and sent a warning letter to the owner (the father of the master at the time of the incident).

A hireboat from Bridge Boatyard was observed speeding past moorings at Chesterton on 10th May creating substantial wash, bringing other vessel owners out of their cabins in disbelief. The River Manager spoke to the hire company and asked them to have a word with the hirers to prevent any further upset. The proprietor was extremely apologetic. The River Manager intercepted the same group as they went through Baits Bite Lock and asked them to mind the wash produced by this wide-beam craft.

8.5.5 Obstructions: The river crew took the Berky up to the pump-out station at Jesus Green to investigate an unknown submerged obstruction. The area was scoured with the lifting arm but the driver was unable to find anything. There had been no further reports of vessels running aground here.

Mr Phillips reported hitting an underwater obstruction opposite the Cantabrigian Boat Club. The blow to the vessel's propeller was heavy. The river crew investigated with the Berky lifting arm but they were unable to find anything.

The Bursar at St John's College had been asked to attend to removing some of the thorny bush hanging over the river from the Master's Garden. Punts often strayed into the bush; its thorns were vicious.

The River Manager had written to Professor Briscoe, Thrifts Walk, Chesterton, informing him that there was no protection order on the large willow tree to the rear of his property and that the river crew would reduce the tree as necessary for the

safety of navigators. Professor Briscoe defended his stance: the tree reduced the speed of vessels and he routinely trimmed the lowest branches to 1m above water level.

- 8.5.6 Pontoon applications: Payment had been received from Scudamore's; payment by Granta Punts was outstanding (due 1st April).

Updates on registered commercial punts had been provided to the City Council Safer Communities Team to assist them in identifying unlicensed traders at Jesus Green. The City Council had set up a CCTV system at Jesus Green to monitor trading activities. The City Council had issued permits to trade from La Mimosa to 10 operators at the end of April.

The River Manager had forwarded letters, on behalf of Scudamore's, to commercial punt operators who had been making unauthorised landings on Scudamore's pontoons at Quayside and the Mill Pond. The operators' address details could not be released to Scudamore's directly for data protection reasons.

The River Manager met with City officers on 15th May at the Guildhall to discuss the safety of punting operations at the middle set of steps at Quayside given two accidents which had taken place in 2008 involving passengers falling into the water whilst trying to disembark from punts.

The City Council had received a Freedom of Information Request in May pertaining to any minutes of private meetings which had been held from 1st September onwards involving officers and members concerning the punt station at La Mimosa. The City Council wanted to know if a paragraph within the minutes of a meeting which took place on 18th December 2007, prepared by the River Manager and circulated to Safer Communities, could be released under the Act. The River Manager took the advice of the Information Commissioner's Office. The Chairman agreed to the release of the isolated paragraph.

The City Council had attached warning signs to the wall at the middle set of steps at Quayside indicating that the area was not safe for passenger operations.

- 8.5.7 Pontoon licence application, at Quayside, by Scudamore's: Ownership of the ground had not yet been established.

- 8.5.8 Registration numbers: Granta Boat and Punt Company had not yet responded to the request to mark their registration numbers on their fleet of hire vessels.

- 8.5.9 Removal of Sunken Boats: Punt 'Zapatismo' had been reclaimed to Jesus Lock on two occasions, found sunken at Riverside Walkway by the River Bailiff. A release fee had been charged to cover the Bailiff's time.

8.5.10 Vehicles on the Halingway: A man and his son rode a quad bike along the Halingway on 12th May. The River Manager intercepted them at Baits Bite and told them that they were acting in breach of the byelaws. They continued on their way up to Chesterton; the Police were informed.

Two mini-motos sped past the office on 15th May. These were reported to the Police.

Permission was given for a St John's ambulance to have access to the Halingway during the 'May Bumps'.

8.5.11 Noise: Noise from mobile generators aboard boats moored along Riverside had elicited a complaint. The Conservators' byelaws did not specifically prohibit their use. The City Council's powers were probably of greater weight in dealing with issues of noise nuisance.

A residential moorer opposite Grassy Corner had exchanged lengthy correspondence with the CUCBC about early morning noise. The moorer had noted the registration numbers of vessels which were perceived to be causing a nuisance. The River Bailiff was deployed early one morning to verify these reports; in his opinion the noise was not 'excessive'. Whilst sympathetic to the boat owner's irritation, the owner had possibly selected the worst possible place to moor their vessel so close to the corner of the river. CUCBC had already extended their regulations banning the use of megaphones anywhere on the towpath before 7.30am and for cox box use to be kept at a minimum adjacent to moored vessels, especially upstream of the railway bridge until the same time.

The owner of narrowboat 'Winslow Revival' played very loud music over the weekend of 10th-11th May causing complaints. The vessel owner had been asked to be more considerate to his neighbours. The matter was also reported to City Council Active Communities as he may have broken the conditions of the owner's Mooring Licence.

A moorer at Stourbridge Common who worked night shifts complained about the noise made by rowing coaches who were often shouting at their crews from the towpath opposite his boat. The moorer was asked to make a note of the vessel registration numbers.

The River Manager had received a complaint about an impromptu fireworks party hosted by the crew of Riverboat Georgina late in the evening of 7th June. Cambridgeshire County Council Trading Standards confirmed that the Georgina had a licence to store fireworks. The River Manager had written to the Georgina's manager asking them to be more considerate in the future. The manager had agreed to ban the use of fireworks in the future.

A double scull collided with a CUBC women's eight at Riverside, evening of 18th June resulting in serious damage to the eight, but no injuries.

8.5.12 Disposal of sewage: A resident at Riverside Place had observed the owners of a campervan parked on the highway disposing of effluent from a holding tank into the river. Also, given the static nature of the moored vessels at Riverside, there were suspicions that vessel owners were discharging untreated sewage into the river, in contravention of byelaw 15.7(a). Many of these vessels were registered with the EA. The River Manager had asked the local EA River Inspector to examine the EA's registration database for information on these vessels' sanitary facilities, which was sometimes recorded at the time of registration.

8.6 Environment and Planning

8.6.1 Biodiversity: Copies of two new publications produced by Natural England from the Biodiversity Partnership had been received on hedgerow planting and hedgerow trees.

The River Manager attended a workshop entitled 'Our Wild Neighbours: how can we help biodiversity thrive?' on 1st May. The meeting emphasis was on funding initiatives and developing partnership projects.

A consultant employed by Natural England had enquired about nesting pairs of kingfishers in the Conservancy Area. He was referred to the River Bailiff, who was a keen ornithologist.

The River Manager helped volunteers undertake a clearance of invasive Himalayan balsam at Grantchester Meadows Nature Reserve on 3rd June. A second clearance day was organised by the City Council on 17th June; the River Manager and River Bailiff attended using the motorised punt. There had been a notable decrease in occurrences of this compared to 2007; the clearance programme appeared to be having an effect.

A newsletter had been received from the Wicken Fen Vision providing an update on conservation projects and planning at Wicken Fen by the National Trust.

The River Manager attended a meeting of the Cam Valley Forum in Grantchester on 18th June. Mr A Walters (ENCAMS, Norwich) joined the meeting. A voluntary litter picking event would be hosted on 28th September in the Sheep's Green/Snobbs Stream area to mark World Rivers Day.

8.6.2 Cambridge City Council Local Plan: Nothing to report.

8.6.3 Cambridge Sports Lakes: Mick Woolhouse, interim Director, Sport Lakes Trust, visited the office on 29th April with Malcolm Busby, Ranger for Milton Country Park, seeking advice on leasing of fishing rights and water quality monitoring. The River Manager accepted an invitation to attend an event to mark the handover of Milton Country Park from SCDC to the Sport Lakes Trust on 23rd May. Vessels using the Sports Lakes would have to be registered with the Conservancy

only if there were to be a navigable channel between the Sports Lakes and the River Cam.

8.6.4 CamToo: Mr Moseley met with the EA's officers on 29th May to discuss possible irregularities with the EA's flood prediction model for Cambridge, notably the observed versus predicted water levels for a 1 in 100 year flood at Baits Bite. Mr Moseley visited Baits Bite on 11th June to take measurements from the Conservators' scale drawings of in-river structures to assist in his calculations. The River Manager had made enquiries as to the feasibility of a student dissertation being undertaken on this topic at the School of Water Management, Cranfield University.

8.6.5 Planning Consultations: Cambridge City Council had updated their Consultation Database under the Data Protection Act. The Conservators' contact address was included on the database.

The River Manager met with the City Council's consultant, Mr P Back, on 29th May to explore ideas relating to the City's proposed Heritage Lottery Funding bid for Jesus Green.

The River Manager returned a reply to the Secretary of State as regards a Draft Water Resources Management Plan by Cambridge Water Company. The River Manager requested that the Cam Conservancy Area should be given note in future plans, stressing the requirements for maintaining sufficient flow so as to provide adequate depth of water in the river for navigation. Abstraction demand was likely to increase in the future in line with population growth.

Atkins, acting on behalf of the Highways Agency, had requested information pertaining to the river as part of the design work for the proposed A14 improvements (carriageway widening) between Ellington and Fen Drayton. The River Manager has asserted the Conservators' interests (ownership of the Halingway, a required minimum bridge clearance of 3m for navigation, licensing of river works, and suspension of navigations). Piling rigs had been observed near the A14 bridge undertaking a survey at the end of May.

The River Manager responded to a Land Drainage Consent application submitted to the EA by Cambridge City Council for improvements to the area of Byron's Pool Nature Reserve, Grantchester.

A reporter believed that unauthorised bank works had been taking place in a private cut upstream of Bottisham Sluices. There had been a marked increase in the number of moored vessels in this cut over the last 12 months. The EA's Flood Defence Enforcement officers were investigating reports of damage to the flood bank. The River Manager would ascertain if any works undertaken would require a licence.

8.6.6 SCDC Towpath: Nothing to report.

- 8.6.7 Land Registry application, at Quayside, by Scudamore's:
Nothing to report.
- 8.6.8 Land Registry application, at the Mill Pond, by Lawrence Austen: Nothing to report.
- 8.6.9 Miscellaneous: Reeds of Cambridge, canoe outfitters, moved from Two Tees Boatyard, Chesterton, to Ely Marina on 19th April after lengthy period of trading in Cambridge. The company would retain its name and website address.
- 8.7 Moorings
- 8.7.1 Camboaters: Camboaters had been requested to move their vessels off Midsummer Common before the Cambridge Sprint Regatta on 11th May (see Events, below). Camboaters had published a combined letter from the CUCBC and CRA, drafted by the CUCBC Chairman, Dr P Convey, which had been appended to the Review of the Conservators' Mooring Policy. The letter was highly critical of the moorers and the mooring arrangements administered by the City Council. Members of Camboaters had posted their feedback on the Camboaters internet-based discussion board. Camboaters had sent a formal response to Dr Convey defending their position. Camboaters asked if the rowing event organisers could deploy a race marshal in the vicinity of the new water point to allow vessels navigating downstream ample opportunity to pull-in before the Green Dragon footbridge. This request had been passed on to the CUCBC. Following a meeting with the management of Riverboat Georgina and CUCBC Senior Treasurer, a briefing note on standard sound signals was produced by Georgina's manager and this was published in the Camboaters' newsletter.
- 8.7.2 Clayhithe 48 hour visitor's moorings: the moorings were being used regularly by overnight visitors. The River Manager had allowed an extension to the permitted length of stay for City vessels displaced by Strawberry and Midsummer Fairs.
- 8.7.3 City Council's Mooring Policy: Vessels had sometimes been moored three-abreast at the Boathouse mooring, opposite Jesus Green. The tenancy agreement only allowed one vessel to be moored there. The City Council had written to its tenant reminding him of the terms of his agreement. The River Manager met with Active Communities' officers for a quarterly liaison meeting with Camboaters and Cam rowing representatives on 23rd April at the Guildhall. Mr T Davies (CUCBC) had asked if these meetings were to be more formalised, with circulated minutes. Active Communities were minded to keep the meeting in its informal style. Mr Moseley circulated his minutes to all parties after this meeting.

Locking bolts holding the new bollards in place at the water point at Stourbridge Common had been stolen. Active Communities had been alerted to this theft.

The City Council had been invoiced for the River Bailiff's attendance to the weekly boat count.

The City Council had installed new signage at the visitor's moorings in the City indicating a new time limit for craft. Residential moorers were precluded from using the visitor's moorings under the terms of their Mooring Licence agreements.

A legal agent made enquiries about the ownership of a vessel moored in the City; summonses were to be served upon the vessel owner in relation to a land dispute in Essex.

The City Council were unable to grant permission for vessel 'President' to moor on Jesus Green for their exhibition on 5th – 6th July.

- 8.7.4 Conservators' Mooring Policy: A 'no mooring' sign at the end of Dock Lane, Horningsea, had been erected by the Parish Council to prevent boaters from mooring there. Dr R Laws had queried the legality of this sign with the Clerk of the Parish Council. The area was a public quay in the past linking to a fen drove; Dock Lane was maintained as public highway by the County Council to the river's edge.

The River Manager had asked Cllr R Turner (SCDC) if planning permission was required for the residential moorings at Fen Ditton. Cllr Turner confirmed that these boat moorings did not require planning permission.

The owner of narrowboat 'Hornblower' was asked to move from its moorings on Stourbridge Common because it was blocking the field drain in contravention of byelaw 6.4. The owner duly obliged this request.

8.8 Registration

- 8.8.1 Boat Standards: Mr Macnaghten was concerned that the new Boatmaster's Licence, due to take effect 1st September 2008, might make overly-onerous demands on commercial operators using manually-propelled craft. Enquiries were to be made with the AINA and MCA as to the exact requirements of this new legislation.

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The Boat Safety Scheme office had circulated a briefing note ahead of Boat Fire Safety Week, 24th–31st May, warning of the dangers of fires and explosions on boats. This information was forwarded to Camboaters. Cambridgeshire Fire & Rescue Services did not respond to a request to undertake fire safety checks of vessels under the banner of the Safety Week.

- 8.8.2 EA Interchange Agreement: The annual boat count with the EA's enforcement officers was to be arranged in July or August, as in previous years.

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8.8.3 Prosecutions: The River Bailiff served 59 'B' notices (unregistered vessel, 28 days' notice) upon motorised vessels on 4th June. Payment has been typically slow.

8.8.4 Revoking registration: Rowing representatives had queried if the Conservators or their officers had the powers to revoke registration. The former Clerks (Mr R Bamford) stated that there were no powers available to withdraw or suspend a registration unless the vessel did not conform to the required standards of construction or equipment (byelaw 8.5a). This matter was discussed with representatives of the Cam rowing community on 9th June (see Matters Arising).

8.9 Events

8.9.1 Events: A gentleman requested permission to moor a narrowboat near the City for Lifelong Learning Week to demonstrate how such a vessel could be fitted-out with some training. Permission could not be granted owing to the seasonal restriction on motorised vessels on the Middle River.

The River Manager met with Dr Chancellor and Mr T Jones, Director of the Cambridge Film Festival, on 17th April to discuss a proposal to host a series of evening riverside screenings on the Upper River in September 2008. An event fee could not be charged under the statutes. Mr Jones was advised to seek landowner permission for the siting of the temporary screens. The Festival organisers would have full public liability insurance for the screenings (£5M).

The River Manager was invited to the RAF Regatta hosted by the Cambridge University Air Squadron on 20th April but the invitation was declined on account of a prior engagement. The only complaint generated by the Regatta was in relation to four male competitors seen urinating openly at Ditton Meadows instead of using the mobile toilets which had been provided for the event.

Three vessels failed to move off Midsummer Common for the Cambridge Sprint Regatta on 11th May, causing some problems for the racing organisers. The organisers had been given a contact telephone number if the need arose for any remaining vessels to be moved by the Conservators' officers (byelaw 6.9) but the duty officer did not receive a call on the day.

Cambridgeshire Fire & Rescue Services had undertaken some water-based rescue training near Jesus Sluices in May.

The River Manager met with the manager of Riverboat Georgina and the Senior Treasurer of CUCBC to discuss the hire-boat's movements during the week of the May Bumps and to establish an operating protocol between the hire-boat and the race management team.

Notices were displayed at the notice-boards and Jesus Green pump-out station, in addition to the Conservators' website, asking navigators to take note of the racing division times

during the May Getting On Race (6 June) and May Bumps (11th –14th June), in order to prevent any possible misunderstandings. Heavy rainfall had caused high river water levels in early June. Jesus Green was saturated, causing problems to the organisers of an event at Jesus Green. The Green Space Manager was assured that levels would be falling allowing the outfall drain to recommence its job.

A licence had been granted to Cambridge City Council under the 1922 Act so that Cambridge School of Visual and Performing Arts could host an ‘on the water’ fashion show using a floating catwalk, on 14th June at Jubilee Gardens. The temporary catwalk had been granted Consent by the Environment Agency. A voluntary entry fee was charged for the charity WaterAid. The organisers had hoped to stop traffic from passing the catwalk during the show by setting up a barrage of punts. A suspension of navigation had not been agreed for this event and permission to block the river was denied.

The Cambridge Comedy Festival took place 16th–22nd June. The programme included ‘Silly Punts’, a one night show given by a comedian on water. An event fee was agreed with the organiser, Jesterlarf.

Permission had been granted for the organisers of Macmillan Cancer Support to host a ‘Riverwalk’ along the towpath on 15th June. Over 400 walkers took part in the event.

Magdalene Boat Club requested permission to access the Middle River for a ‘blessing’ of their new rowing four in front of Magdalene College on 15th June.

The Electric Boat Association held their annual Cam cruise over the weekend of 14th– 15th June, launching their boats at Upware. Half a dozen vessels made their way up to the City on 15th June. The River Bailiff saw them through Baits Bite Lock.

‘Friends of the Cam’ (affiliated to Darwin College) requested permission for punt racing to take place along the Backs on 15th June as part of a city ‘twinning’ event with Padova, Italy. The original intention was for a Padovan ‘mascareta’ to be brought across for the weekend but this was not possible. The River Manager attended a reception given by the Major of Cambridge at the Guildhall to greet the Padovan visitors on 13th June. A reciprocal visit was planned by the Friends of the Cam for the 21st – 22nd June (see 8.10.4 Publicity, below).

The X-Press Head Race took place on 16th June, evening, without incident. The organisers used the banner at Baits Bite Lock footbridge to warn other navigators that racing was in progress.

Scudamore’s requested permission to bring additional punts down from the Upper River onto the Backs for May Week (16th–17th June). The River Bailiff had made a tally of the additional punts and a partial registration fee was to be charged to Scudamore’s.

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The River Manager joined members of Milton Keynes Canoe Club on a one-day canoe tour from Grantchester to Clayhithe on 21st June.

Richmond Canoe Club requested permission to undertake a one-day tour of the Cam on 22nd June. Permission was given for their club members' vehicles to park beside the office at Baits Bite for the day.

Cambridge University Canoe Polo Club had requested permission to host a canoe polo tournament on the Cam near Jesus Lock 18th-19th October 2008. The organiser was asked to seek the permission of the City Council, since one side of the 'pitch' was to be formed by the riverbank.

Steam-powered narrowboat 'President', built in 1909, and butty 'Kildare' were making their journey from the Midlands to tour the region. They were due to visit Cambridge on 5th-6th July. The organisers had been asked to seek the permission of the City Council to moor at Jesus Green. The organisers were allowed to moor both historic vessels at Clayhithe for safekeeping during their cruises.

An exhibition on the life of moorers called 'Nautical But Nice' was to be hosted at the Museum of Technology on 28th September, coinciding with World Rivers Day.

8.10 Publicity

8.10.1 A.I.N.A. directory and bulletin: Nothing to report.

8.10.2 Notice boards: The River Manager had written to Alistair Wilson, Green Space Manager, asking if the City Council would be prepared to contribute towards the cost of the Conservators' noticeboard which went missing from Sheep's Green when their contractors replaced the railings around the 'Guardian's Pool' in the summer of 2007.

8.10.3 Publications: The Clerk of Horningsea Parish Council requested an update on river-related issues prior to their AGM on 23rd April (the River Manager was unable to attend in person). The River Manager submitted various items for inclusion in Camboaters' April newsletter. A short report on the theft of the flood gates at the end of Fen Road, Milton, was given to the Clerk of Milton Parish Council for their Newsletter in May. GOBA had requested copy for a 50th Anniversary publication. GOBA had hoped to produce this report for their Anniversary event at Noble's Field, St Ives, 2nd-3rd August. Production problems had delayed publication until the autumn.

8.10.4 Presentations: The River Manager gave presentations about managing the River Cam to a women's group in Waterbeach (7th May, evening), retired Guildhall employees in Arbury (14th May, afternoon), the formative Cambridge North Rotary Group in Histon (11th June, evening), Friends of the Cam/Padovan

exchange (14th June, morning) and Cambridgeshire Marine Industries (18th June, afternoon). The speakers' fee for the first two presentations was donated to the RNLI.

8.10.5 Media: Nothing to report.

8.10.6 Website: Events' updates had been provided to the webmaster plus an advisory note on the use of sound signals on the Cam. The webmaster was able to post a message on the website about the interruption to the office e-mail service.

9. Dates of Next Meetings:

The meetings for Thursday 25th September 2008, Thursday 15th January 2009 and Thursday 16th April 2009 were confirmed and Thursday 9th July 2009 was agreed.

Finally, the Chairman informed Conservators that Dr Chancellor was unable to attend the September meeting and he had indicated that he would not be seeking re-appointment after 31st December 2008 owing to a change in his work circumstances. The Chairman thanked Dr Chancellor for his contributions and wished him well for the future on behalf of all Conservators.

The meeting closed at 11.45am.