

CONSERVATORS OF THE RIVER CAM

MINUTES OF A MEETING OF THE CONSERVATORS HELD IN COMMITTEE ROOM 1, THE GUILDHALL, CAMBRIDGE ON THURSDAY 16 APRIL 2009 AT 9.30 am

Present: Conservators: Mr J A Adams, Mr A C G Brown, Dr G Brighty, Mr R C Hardingham, Mr R Ingersent, Cllr M I Nimmo-Smith, Mr L Phillips, Mr J R Pryce-Jones, Dr R D Walker and Cllr L Walker.

Observers: Cllr H Smith, Mr J Bayliss-Smith and Mr W Key.

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, County Cllr P Sales, Mr R Coombes, City Cllr M Wright, Dr J Lyall, Dr J MacGinnis, Mr D Catto, Mr N Maseychik and Mr J Fowler.

Action Required

By

The Chairman opened the meeting at 9.35am.

1. Apologies for absence were tendered by County Cllr Williamson, City Cllr Ward and Observers Mr R Bryant and Mr W Key.
2. **Minutes of the Meeting held on 8th January 2009:** Mr Bayliss-Smith did not believe that the Minutes adequately represented his lengthy presentation to the Conservators. A minor correction was made at 11.10.4, upon which Conservators approved the Minutes and the Chairman was authorised to sign the same.

Mr Maseychik entered the room

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

River Manager

- 1 Appointment of Conservators: The Senate of the University had not yet brought forward a new appointee. The River Manager would pursue the Clerk of the Nominations Committee.

Chairman

- 8.3 Interchange Agreement with the EA: Formal confirmation for the 2009/10 agreement from the Head of Anglian Waterways was still outstanding. Dr Brighty offered to liaise as necessary. Mr Adams would speak with Mr Forbes in the near future.

Chairman/River Manager

- 9.2 Baits Bite Lock: Quotations for the new actuator drive for the guillotine gate were being sought. The EA had agreed to pay £15k towards the total project costs. Delivery of parts could delay any start date by 6-8 weeks. The works might be best deferred to the autumn to minimise the interruption to navigation. The Chairman asked Conservators to delegate the matter of the project timing to himself and the River Manager.

- 9.4 Website: A new maintenance agreement had been drawn up with Honey Web Design for a further 2 years up to 31 December 2010 for the sum of £300 per annum.
- 9.5 The Halingway (Memorial Bench): The EA had granted consent for a 6 ft 6 inch metal bench near Baits Bite Lock. The order had been submitted to the bench fabricators (David Ogilvie Engineering Ltd). Mrs Tredgett had agreed to pay all project fees.
- 11.2.5 Jesus Lock: The City Council Conservation & Design Officer had confirmed that the replacement gates had to be made from oak, not tropical hardwood, to preserve the integrity of this Listed structure. An application had been made to the EA for the dewatering and isolation of the lock. The contract had been awarded to Hargreaves Lock Gates of Halifax who had offered the most competitive quotation (£48.9k inc. VAT). A programme timetable had been agreed and method statements were in preparation. A footpath closure application had been submitted to the County Council for public safety during the period of crane operations. Dr Walker queried the lifespan of oak gates, expressing concern that Conservators were to face more expense in the future. The Chairman cited a typical life expectancy of 25 years. Mr Phillips asked if adequate notice would be given to residential boat owners moored upstream of the lock who would be required to move. The River Manager was to seek the assistance of the City Council's Active Communities team to relocate moorers during the lock closure.

River Manager

4. **Matter Agreed:**

- 4.1 Staff procedures: Although the River Manager had updated the operational risk assessments, there was still no mechanism in place for staff policy and procedural papers to be kept up-to-date, a weakness recognised in the 5-year Business Plan. The Chairman and River Manager had met with the Chief Executive of Middle Level Commissioners with a view to being brought under an 'umbrella' offered by Croner for MLC and other local IDBs which shared similar operational functions to the Conservators. Croner would provide a full set of H&S documents and cascade updates via mailings and staff training. The Chairman informed Conservators that the costs of this service would be less than £1k per annum. There was general support for this proposal, being the most cost-effective means of bringing the management up-to-speed in the short term, and the Chairman put the matter to the vote.

On the proposition of Cllr Nimmo-Smith, seconded by Dr Brighty, Conservators agreed that the professional service

offered by Croner via Middle Level Commissioners be purchased.

River Manager

The River Manager was asked to take this forward with MLC.

- 4.2 Conservators' Policy on Strong Stream flow conditions: River users had been observed using the navigation at times of high and dangerous flows in February 2009 and, unlike the EA's navigable waterways, there was no advisory warning system in place on the Cam. The River Manager had prepared a draft Policy for Strong Stream Advice for the Conservators' consideration. The Chairman identified that there were two key issues for discussion: (i) adopting a policy in principle, and (ii) defining the trigger level. Mr Brown warned against giving advice to navigators believing that the responsibility should rest with the master of the vessel. The means of communicating Strong Stream Advice to local and visiting navigators required further research, perhaps using e-mail or voice-messaging to a list of subscribers or a red flag positioned at key locations along the navigation such as Quayside and Baits Bite Lock. The EA's assistance would be required in defining a quantitative threshold at which point navigation was deemed to be hazardous. The Chairman asked Conservators if they were agreeable to the principle of establishing a Strong Stream Advice protocol for the Cam.

On the proposition of Cllr Walker, seconded by Dr Walker, Conservators agreed to instituting a Strong Stream Advice protocol for users of the navigation.

River Manager

The River Manager was asked to liaise with the Environment Agency and report on progress at the next meeting of the Conservators.

- 4.3 Events: Gable Events had requested permission to hold dragon boat racing on the Cam under the banner of the Cambridge '99 Autumn Regatta, 12 September 2009. Fees had been charged previously to cover the temporary registration of vessels used during this corporate event (£350). The River Manager proposed a revised figure of £400 for this year's event. The Chairman put the matter to the vote.

On the proposition of Mr Ingersent, seconded by Mr Phillips, Conservators agreed, unanimously, to charge a fee of £400 to Gable Events.

An application had been received from the University's Chinese Salon to host a Candlelit Vigil on the Cam adjacent to Midsummer Common to mark the 20th anniversary of the Tiananmen Incident, 4th June. The organisers had produced a satisfactory proposal and risk assessment which included

collecting the lanterns after the event. Cllr M Wright recalled that a similar event using paper lanterns had been hosted on the Cam to mark a Hiroshima Day and no fee had been charged on that occasion.

On the proposition of Cllr Nimmo-Smith, seconded by Mr Pryce-Jones, Conservators agreed to this event taking place on the navigation *nem con*.

5. Chairman's Report: The Chairman had attended the regional navigation group meeting in January which he used to Chair. The EA was proposing a benefits analysis of navigable waterways in the Anglian Region. The Cam was a key destination. The Chairman wanted to instigate an asset management and capital programme for the Conservators for the medium term (next 5-10 years). As a first step, the drain-down of Jesus Lock was an opportunity for engineering consultants to conduct a full asset condition survey by arrangement with the EA. The River Manager would attend the next regional navigation meeting in May at which time a report of the EA's findings from a 2-year study on the Tidal Ouse would be presented. The finance sub-committee group had met and had recognised the need for expert advice. The Chairman had attended the opening of Boston Lock, part of Stage 1 of the Fens Waterways Link. Defra was developing a strategy for national waterways development; waterways regeneration and economic benefits were being reviewed and a formal consultation was to take place. The Chairman noted the prosecutions which had taken place for non-registrations and the Quayside punting incident which he hoped, would send out a clear message. Lastly, the Chairman expressed concern at the number of potentially serious air rifle incidents in the last quarter and of the need to report such matters to the Police.

Mr Bayliss-Smith left the room

6. Finance Report:
- 6.1 A cash basis statement had been circulated for the year up to 31 March 2009, subject to some late amendments.
- 6.2.1 There was £420,000 on a Barclays Treasurer's Deposit providing 0.235% (invested 31/03/2009, maturing 20/04/2009). This sum was held in addition to £250,000 on a Cambridge Building Society Hallmark Account earning 0.6% net (0.75% AER) as at 09/04/2009 (variable interest rate).
- 6.2.3 At 31 March, £21,494 in registration fees had been deposited for the year commencing 1 April 2009.
- 6.3 Capital finance sub-committee group: The sub-committee group (the Chairman John Adams, Dr Walker, Mr Brown, County Cllr Williamson, Dr Noon & Mr Wakefield) met at Queens' College, 11 February. It was decided that the professional opinion of Peters Elworthy & Moore, the

Conservators' auditors, should be sought regarding investment options available to the Conservators. A meeting took place subsequently between Mr Brown, the Dr Noon and Mr J Driscoll, independent financial advisor (Carwood Financial). An appointment had been arranged with the Barclays Business Account Manager, Histon, 20 April, to review the Conservators' banking arrangements.

- 6.4 Business Plan To 2013: An amended forecast of income and expenditure was tabled for the year ending 31 March 2013. This was accompanied by a schedule of amended changes in the value of net current assets (bank balances etc.) and fixed/tangible assets (plant properties etc. after depreciation) over the same period.

7. River Manager's Report:

The Conservators noted her report on:-

7.1 Administration

A Trade Account application had been submitted to B&Q DIY Stores to allow the river crew to purchase consumables at more competitive prices. Archer & Archer were still receiving items of the Conservators' mail. Cambridge Building Society had been reminded that the Conservators' administration had relocated from Ely in 2006. The River Manager deferred attendance at the Regional Navigation Group meeting in January to the Chairman, being on annual leave. Mr Ingersent trained the office staff in the use of Her Majesty's Court Service online Money Claims service, 6 February, as a means of chasing debtors. A Declaration had been returned to TV Licensing confirming that the Conservators' office premises did not require a Licence. The RNLI Treasurer collected £60.45 from the office collecting pot, 25 February, monies partly-raised as speaker fees by the River Manager over the last few months. The Chairman attended the opening of the EA's new tidal lock at Boston, Lincolnshire, 20 March. A member of the public had enquired about the origin of Hodsons summerhouse at Newnham. The building had been built in 1887 for John Hodson as a changing room for his daughter when she went swimming. An invitation had been received to attend the 10th Anniversary Celebrations for the Wicken Fen Vision, 1 May.

- 7.1.1 Archiving: Dr Brighty had given permission for the River Manager to deposit various volumes of minutes and staff files from the Great Ouse Catchment Board with the County Archivist at Shire Hall. A picture of 'Bagsbite Lock', held in the British Library, of 18th Century origin, was brought to the River Manager's attention by Mike Petty, local historian. A copy of the picture, depicting a 'sasse' in front of a building, possibly Wildfowl Cottage, was sent Prof Chisholm, former Chairman.

Prof Chisholm met Mr Duncan, the present owner of Wildfowl Cottage, at Baits Bite to discuss the picture's provenance.

- 7.1.2 Business Plan: See Finance Report.
- 7.1.3 AINA/BW consultation: AINA had updated its online map of UK navigations. The River Manager joined the AINA Executive Committee meeting, London, 19 February. The River Manager had provided comments to Ian White Associates, reporting to the Inland Waterways Advisory Council on the effects of climate change on managing navigable waterways, and AINA for its report on trends in boat numbers on inland waterways (2003-2008). Defra was seeking responses to its consultation on the modernisation of salmon and freshwater fisheries legislation to improve the free passage of fish in England & Wales. The invitation for comments was forwarded to Mr Tweed, President of CFPAS. The Chairman attended a joint Defra/AINA meeting 'Refresh Waterways for Tomorrow', London, 24 March, to be briefed on government's revised strategy for national waterways. A full public consultation was to follow. The River Manager submitted a case study about the licensing of pontoons to AINA for its report to Defra on the problems faced by navigation authorities owing to the limitations of their statutory instruments.
- 7.1.4 Insurance: Mr J Cooke, Towergate Risk Solutions, visited Baits Bite, 28 January and 19 March, to review the Conservators' portfolio of insurances and policy renewals. The insurers were seeking that each Conservator was to sign a declaration upon appointment stating that he or she was not involved in bankruptcy or criminal proceedings. The total cost of the year's insurances was expected to be in line with budget predictions (£18.5 k annual).
- 7.1.5 Office supplies: Replacement toner cartridges had been purchased for the Dell printer/scanner (£95). The River Manager had been borrowing a laptop projector for public presentations (3 to 4 times per quarter). Costs of such projectors had fallen dramatically, and a purchase would offer better convenience.
- 7.1.6 Procedures: A return form had been submitted to the HSE (East and South East Division) with an inventory of chemicals stored and used by the staff at the various premises.
- 7.1.7 Staff: The River Manager took leave 19-23 January inclusive. Staff annual appraisals were conducted in January and February. The River Bailiff was on sick leave for a month following an operation, returning to light duties in March. The River Manager visited the MBT (Mechanical Biological Treatment) waste recycling plant under construction at the

Donarbon site, Waterbeach, Rubbish collected by the river crew from the Conservancy Area is taken to this site. A visit for the river crew was arranged subsequently for their interest. Mr Sparkes, River Foreman, had asked if his son, Josh, 18 years old and resident at the Conservators' House, could attend out-of-hours callouts to Bishop's Mill Sluices to improve efficiency. The insurers had agreed to this arrangement although Josh was barred from driving any of the Conservators' vehicles (restricted to persons aged 25 or over). Weed spraying training for the river crew had been arranged for 21-23 April at Clayhithe. Spraying equipment was to be purchased for them.

7.1.8 Licensing Act: Nothing to report.

7.1.9 Grant Applications: An application was submitted to South Cambs District Council under the Heritage Initiatives Fund to assist in some further pollarding works to veteran willow trees along the Halingway. A grant of £1000 was approved subject to conditions. The East of England Development Agency had issued a bulletin informing potential applicants that there would be no further rounds of the 'Cut Your Carbon' funding for community carbon-saving projects. This grant stream had been seen as a potential source of monies for a micro-scale hydro-generating power scheme at Baits Bite Lock.

7.2 Property management

7.2.1 Jesus Lock Keeper's Cottage: A surface water drain, blocked with leaves, was cleared by contractors in February (cost £250). The existing tenants had renewed their tenancy up to 4 August 2009. The Council Tax Bill (Band F, £2023.41 for 2009/10) had been waived on account of the students' exemption status.

7.2.2 Baits Bite Cottages: The tenants had requested a new security alarm system to be fitted to No. 1 Cottage. Mr Debnam had chased away a suspicious character lurking near the property, intentions unknown. The remote location rendered the properties vulnerable to break-ins. Boiler units in both Cottages were serviced by A J Gilbert in February. An electrical safety inspection was arranged at No. 1 Cottage by Carter Jonas (Gas-elec Bureau Services attended). The existing tenants in No. 1 Cottage objected to paying a £50 arrangement fee levied by Carter Jonas for drawing-up a new tenancy agreement. Therefore, the tenancy was renewed on a statutory periodic basis from 1 May. A Lindsay had been approached to repair the fractured concrete bund for the oil tank serving No. 1 Cottage. A leak could have disastrous consequences for the properties' drinking water supply. The office water supply was fed by gravity from a header tank in the roof of No. 2 Cottage. The pump unit failed in late March when the tenants were on holiday, leaving the office without a water supply for 8 days

whilst Carter Jonas sought the tenants' permission to access the property so that the pump could be taken away for repairs. The problem was traced to a faulty switch which caused the pump to cut-out after a few seconds, water to the office was restored. The river crew fixed the switch. The tenants in No. 2 Cottage had renewed their tenancy agreement for a further 12 months from 8 April at £940 per calendar month.

- 7.2.3 Baits Bite Office: Security bars had been fitted to the window frames of the room to the rear of the office. The door had also been strengthened and additional locks had been fitted. The rear room could now serve as a secure repository for papers held in the Old Workshop at Clayhithe. A request to place a memorial plaque on the office exterior wall in memory of a well-known local fisherman, Mr Warrington, was declined, being out of keeping with the Conservation Area status. A fixed electrical inspection test was conducted in March in accordance with insurance requirements. During a service visit, the security alarm technician noted that the telephone line serving the alarm had developed a fault. This was reported to BT and the connection was restored. The number had been taken without notification and issued to another customer up the line in Milton. BT offered no apology. The unreliability of the telephone systems serving Baits Bite would favour a Redkare alarm system which uses the mobile phone network. The air conditioning unit was serviced on 30 March.
- 7.2.4 Clayhithe House and Depot/Workshop: The EA MOU Supervisor, D Trumper, and colleague P Allen (Operations Delivery Team) visited the Depot, 27 January, to undertake a safety inspection. Numerous recommendations were made to bring the site up to modern standards within a 3-year timescale. The river crew had commenced a clear-out. Wall-mounted storage bins had been purchased for tools and fixings. Storage cabinets had been marked with hazard signs. Redundant gas bottles, on annual rental, had been returned to BOC. Mr Trumper recommended that the site should have a Pollution Incident Response Plan in place. A field drain servicing farmer M Gingell's yard and two cottages off Horningsea Road was flooding after heavy rain because the outfall pipe, underneath the Conservators' slipway, had become blocked or had collapsed. The River Manager and Foreman had met with M Gingell on site and it was agreed that a new pipe would have to be laid to re-establish the connection to the river frontage. The River Manager had submitted an application for Flood Drainage Consent to the EA (ref. L09/C/045). The structural condition of the frontage at Clayhithe had deteriorated markedly over the winter. A programme of repairs needed to be undertaken in 2009/10. The annual fixed electrical inspection test of the workshops was conducted in March. Some installations required updating.

M Gingell had offered the sale of a portion of his paddock to the rear of the Conservators' House for £5000 plus legal costs. This small plot could allow vehicle access to the parish trackway independent of the Depot yard. Mr Gingell's offer was put on hold until the River Manager had completed a full review of the Conservators' property holdings.

The Cambridge Group of the Ramblers Association had asked for a park bench near the Conservators' slipway to be re-instated. The River Manager wrote to the Clerk of Horningsea Parish Council seeking their views. A metal bench was preferred, installed by the river crew, with costs recharged to the Ramblers Association.

A contractor had provided a quotation to replace the wooden doors to the Old Workshop.

7.2.5 Jesus Lock: Cambs Fire & Rescue Services undertook water safety and rescue training at Jesus Lock, 30 January. Dabbrooks, contractors to the EA, had replaced the instrumentation controlling the automated gate settings at Jesus Sluices. Permission was granted to a narrowboat owner to cruise the College Backs on Valentine's Day however, the river was in spate and conditions were unsuitable for navigation. Narrowboats Troll and Voyageur requested access to the Backs, 7 March, and cruiser 'White Admiral' requested permission to use the lock on 24 March. The seasonal prohibition on motorised vessels recommenced 1 April and the River Bailiff had re-instated the navigation directive signs at the lock and at the end of Thompson's Lane. Drake Towage replaced the gear boxes on the slackers at Jesus Lock in February using second-hand units from the River Nene. The tapered spindle was suitable for any size of winding handle.

7.2.6 Baits Bite Lock: Cllr H Smith (SCDC/Milton Parish Council) had investigated the potential installation of a micro-scale hydro-power generating project at the site. The Big Lottery Fund had agreed to fund 75 % towards a feasibility study and SCDC had already agreed to fund Cllr Smith's bid from its Community Chest Fund, 2008/09. The feasibility study was to be undertaken by Renewable Design Consultants who had provided a design specification for a similar scheme at Jesus Sluices on behalf of the City Council. British Waterways had announced its intentions to develop 25 hydro-electricity schemes along its network (£120M budget over the next 3 years). The River Foreman was notified of Network Rail's scheduled closure of the Fen Road railway crossing, overnight 31 January and 7 February, for works, in the event that he was called-out to the lock or sluices in an emergency. R J Marriott Engineering was due to undertake a routine mechanical and electrical inspection, 22 April. A suspension of navigation notice had been advertised. The condition of the downstream landing stage was giving cause for concern. Undercutting by

wash was likely to cause the collapse of sections of concrete slab.

7.2.7 The Halingway: Mr J Leader had identified an unprotected drop into the ditch beside the Halingway opposite the Plough public house. Safety rails were to be put in place. Cambridgeshire County Council, through its officer P Duthie (Highways), had agreed to assist the Conservators by providing £10.5k equivalent of materials for 'soft' engineering bank protection (coir-filled rolls and wooden stakes) using monies from the Housing Growth Fund (Aquatic Habitats). A joint visit was arranged to view some similar works and artificial otter holts commissioned in the Middle Level by their Environment Officer, Mr C Carson. Consent has been submitted to the EA for a 400 metre section of riverbank adjacent to the Halingway in Horningsea, where bank erosion was severe (ref. L09/C/040). Mr S Fell of Lomas Farm, Chesterton Fen Road, had complained about poor drainage along the road and ditches leading towards the river. The long-standing drainage issues in the Fen remained unresolved by various authorities. Cambs Probation Team had indicated a willingness to undertake periodic litter-picking and scrub clearance at Grassy Corner with some support of the river crew who could return any collected debris to the Depot by boat. The City Council's contractors had commenced environmental improvements to the public car park beside the Penny Ferry public house, late March. A new fence had been put up with a field gate to allow authorised vehicle access to the Halingway. Mr Moseley had reported the poor condition of the fencing near the railway bridge next to the Halingway. Access to the railway line was possible. A message relayed via the British Transport Police to Network Rail had instigated some repairs but the contractors only fitted palisade fencing around the bridge abutments, not the plot boundary. The responsibility for maintaining this boundary line was unclear.

7.2.8 Lease of Fishing Rights: A meeting with the President of CFPAS to discuss the terms of a new lease agreement before its expiry 31 May 2010 remained outstanding. The President, Mr Tweed, had intimated that a rent increase would not be acceptable to the Society. Close season on the main river commenced midnight, 15 March. CFPAS permit holders had been able to continue angling at Milton Country Park where the Society had secured a year's lease agreement with the Sport Lakes Trust to fish the lakes there.

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

7.2.10 Grazing, 4.69 acres Fen Road: The River Manager met with a prospective new tenant at Fen Road, 16 January, but the lady was put-off by the poor condition of the field. The tenant, Mr

Burton, was out of contract and a Small Claims had been submitted online for monies owed (£375 half-yearly rent unpaid since 1 October). The tenant needed to be evicted and the field rested. A local resident had continued to complain to the local Ward Councillor about the litter in the ditch along Fen Road generated by passing traffic. The grazing agreement rendered the tenant liable to clear the ditches, but no action had been taken following a request made in 2008.

7.2.11 11.3 acres Clayhithe Field: Mrs Keast Butler, Riverside House, the property to the north of the Field, had complained about a foul smell rising from the ditch between the two properties. The Deeds were unclear as to whether the ditch was the responsibility of the Conservators or not. Officers visited the field, 31 March, to verify the pollution report. Untreated sewage was observed entering the head of the ditch from a pipe serving Clayhithe Cottages on the other side of Horningsea Road. The pollution was reported to the SCDC Environmental Health team. The most likely source of the effluent was an overflowing septic tank. The annual rental was due from the grazing tenant, Mr D Smart, 25 April 2009.

7.3 Plant and equipment

7.3.1 Computer: Nothing to report.

7.3.2 Conservators' Boats: Vandals smashed a window pane on the 'Michael C' workboat, weekend 4/15 February. Some items were stolen from the cabin. Window repairs cost £138. The insurers had agreed to reimburse the costs of the stolen items less the policy excess.

The 'Berky' weed harvester had not been lifted off the water since its purchase 9 years ago. The vessel, the lynchpin in the Conservators' river maintenance operations, required an overhaul (shot-blasting and repainting of the hull and superstructure). The river crew had also recommended some other modifications to improve working efficiency. The Business Plan had allowed £50k towards its refurbishment. Halstead Marine Services, Brundall, had provided an estimate for the works (£30-35k). In the short-term, the river crew were to replace the uncomfortable bench seat with helmsman-type padded seats for H&S reasons. The Deputy River Foreman sometimes spent 8 hours per day driving the machine. A quotation had been sought to fit a manual-hydraulic lifting arm to the 'mud barge'. The barge was usually moored at Jesus Lock to store rubbish collected from the College Backs. A hoist would reduce the likelihood of any manual handling injuries as the river crew transferred items from the workboats or water into the barge.

- 7.3.3 Safety Equipment: A self-inflating Crewsaver lifejacket was stolen from the Michael C workboat (see above). A replacement was to be purchased. All fire extinguishers (premises and workboats) were inspected and serviced by Econoguard Services Ltd, 24 March.
- 7.3.4 Vehicles: The Mitsubishi 4x4 truck had been serviced and its annual road tax paid. A parked car was damaged when the wind took the driver's door out of the Foreman's hand. The insurers had agreed to settle the claim. The truck was undamaged.
- 7.3.5 Mobile phones: Five new mobile phones had been provided by O2 under contract, at no charge.
- 7.3.6 Chainsaws: Two new chainsaws had been purchased, as agreed in the Business Plan. The supplier gave £100 discount per item.
- 7.4 River Work
- 7.4.1 Bishop's Mill SLA with the City Council: The invoice for the three months ending 31 March had been issued. The City Council has not yet confirmed their acceptance of the fees for the year commencing 1 April 2009. The semi-automation of the sluices had been signed-off apparently, but a number of outstanding 'snagging points' had been brought to the City Council's attention, generating nil response. During an early morning attendance in February, an otter ran past the River Foreman, leaving its tracks in the snow.
- 7.4.2 EA Memorandum of Understanding (SLA): The river crew completed back-filling the length of new pilings downstream of Fen Road, Milton, in January. Two fishing platforms provided courtesy of the EA Fisheries, Biodiversity and Recreation team, were established above the piling line. The MOU invoice for the three months ending 31 March 2009 had been issued. The official order for the year commencing 1 April 2009 had not been received. The EA had agreed to provide the wooden stakes for securing the coir rolls along the riverbanks at Horningsea (see 7.2.7 above).
- 7.4.3 Towpath - grass cutting: Seasonal growth had recommenced, and the first full cut of the Halingway was to be arranged in late April/early May.
- 7.4.4 Miscellaneous Applications: Payment had been received for the skippered charter of the open boat 'Ted Gambie' from Wall to Wall Media who filmed personality Sheila Hancock on the navigation, 6 January, for the BBC's Poetry season. The flow deflectors (flippers) had been installed below Bishop's Mill Sluices for supervised use by members of Cambridge Canoe Club. A protocol for its operation had been agreed with the City

Council's Recreation Officer, EA and River Manager. The Club had paid the s15 licence fee agreed. The effects of opening the sluices on river water levels would be monitored. Levelled gauge board markers for the upper river were still required from the EA so that water levels could be maintained more accurately.

A photographic agency requested information about undertaking a commercial fashion 'shoot' beside the river Cam from Lammas Land.

A film company enquired about building a Meccano bridge across the river Cam for a programme hosted by personality James May about traditional toys.

Taylor Vintner Solicitors, acting on behalf of one of the Colleges, sought clarification as to the legal basis by which Conservators issue licences to film on the navigation. The opinions of R Bamford (former Clerk) and R Ingersent (Scudamore's, agent acting on behalf of Scudamore's for the issue of film permits) were sought before a response was given. The Solicitors were to consult with their client further.

An invoice had been raised for film permits issued by Scudamore's in 2008/09; payment had been received.

Brickwork repairs to Jesus Sluices by the EA's contractors had not commenced.

7.4.5 Rubbish Clearance (City): The 'mud barge' was returned to the Depot and its contents transferred to the skip in December. Rubbish clearance activities on the Middle River were to recommence in earnest with the start of the summertime weekend staff roster, at which time the barge was to be returned to its mooring beside Jesus Lock.

7.4.6 Third Party Rechargeable: The river crew removed two vessels from the Great Ouse (Denver) and Lazy Otter (Old West River) in January, at cost to the EA. The Directors of Eights Marina asked if the 'Berky' could be deployed to remove a large mound of silt which has built up across the entrance to the marina during the high flows in February. The agent was advised to apply to the EA for Flood Defence consent.

7.4.7 Tree Pollarding: Contractors Town & Country Tree Surgery Co. were scheduled to pollard an additional set of trees along the Halingway in early April. The costs of the works were to be match-funded by SCDC. Two residents in Chesterton asked for willow pollards to be trimmed-back but they were informed that the works would have to be postponed until autumn due to environmental considerations (bird nesting season).

7.4.8 Weed cutting: A tender had been submitted for 'River Vegetation Maintenance – Weed Control (AN)' to the Environment Agency. Additional rechargeable works outside the normal terms of the MOU (e.g. cutting weed in the Lodes) might in future be arranged via this framework contract.

7.4.9 Bank Maintenance: EDI Surveys, acting on behalf of the EA's Flood Risk Management Team, undertook a boat-based survey of the condition of the flood banks along the Cam in January. Short sections of bank near the A14 road bridge and Milton Sewage Treatment works outfall had collapsed causing a potential trip hazard to members of the public. The river crew were to make patch repairs there. A resident at Capstan Close, Mrs Bentley, enquired if the Conservators would be prepared to repair areas of damaged bank in the cuts which used to form part of Banhams Boatyard. Such repairs would have to be completed at cost to the landowner.

7.4.10 Miscellaneous: L H Jones & Son, St Ives, arranged for a dealer supplying Hummingbird echo-sounding equipment, to demonstrate a new 3-D system at the marina, 21 April. The instrumentation was capable of identifying debris on the river bed as well as items in the water column.

7.5 Acts / Byelaws

7.5.1 Breaches of mooring policy: Resident vessel owners moored between Jesus Lock and Victoria Bridge had cut steps into the riverbank to improve access to their vessels in contravention of the Conservators' acts byelaws. The EA's opinion had been sought as to whether these structures posed a hazard to flood defence before any action was taken to enforce removal.

7.5.2 Incidents: The EA issued a Flood Warning for the River Cam, 10 February. Rising water levels and saturated ground conditions caused vessels to slip their anchor-lines along the City's Commons over the following days. Resident boat owners and rowing club members recovered the vessels without further incident. Camboaters had stepped-up their campaign for the provision of fixed mooring rings along the banks of the Commons to improve confidence and safety.

Steering errors by college rowing crews had lead to collisions with static vessels on private moorings at Chesterton. A message was relayed via the CUCBC Committee for the relevant Clubs involved to submit incident reports to the ARA. Scudamores expressed concerns that a number of punt operators had continued operating tours when the river was in spate in mid-February.

A residential moorer had queried why college rowers appeared to be navigating before dawn. The 'lighting-up' time published on the CUCBC home pages was some 15 minutes before sunrise quoted by other sources. The moorer was being woken up by noise created by the crews and collisions with his vessel. Unknown persons took pot-shots at rowers with an air rifle near Grassy Corner, 16 February. The Police dispatched their helicopter to search for the offenders.

Men's rowing eights from Darwin College and Trinity Hall were 'sparring' with each other near Waterbeach, 20 February, morning. Rounding a corner part-observed by a tree, the Trinity Hall eight collided with a men's eight from Caius College which was travelling in the opposite direction. The Trinity Hall eight capsized spilling all crew into the river. The Darwin crew assisted, loaning them spare dry clothing. Fortunately, there were no injuries, but this was a very dangerous incident given the ambient water temperatures and remoteness from the boathouses. The Chairman requested an explanation from the Captains of the clubs involved. The CUCBC Handbook Rule 31 stated that racing below Baits Bite Lock was prohibited. The incident was reported to the ARA (incident report ID 3432).

A number of rowing vessels had collided with a moored GRP cruiser at Baits Bite, much to the owner's annoyance, who requested an apology. The vessel details had been forwarded to the CUCBC. Crews were still ignoring the sign which had been put in place to encourage them to 'spin' well upstream of the sluices.

Local residents had complained about rowers urinating openly on Stourbridge Common during the Lent Bumps. The CUCBC organisers were to seek permission from the City Council to provide portaloos on the Common near the finishing line and mustering area in addition to those which are put in place temporarily at Baits Bite. The CUCBC committee reminded its members that this behaviour was a civil offence.

A body of a man, reported missing 16 January, was found in the River Cam at Jesus Sluices, 3 March. The Police team recovered the body from the river.

Two rowing coaches were assaulted by drunken men on the towpath opposite the Plough, 4 March.

Narrowboat 'Rosie' caused a near-miss during the Winter League 3rd Leg, 8 March. Communications with marshals had been confused and the skipper of 'Rosie' had left her moorings believing that she had the all-clear. As the racing crews bore down on her she attempted to steer out of their path but the gear cable to the engine broke and the rowers had to hold-up. The vessel was eventually blown towards the river bank. The skipper received some verbal abuse from the crews, to the regret of the CRA. The River Manager sent an updated list of events to the vessel operator so that the passenger cruise schedule could be arranged with the timing of races in mind.

Wide-beam barge 'Hippo' had located moorings at the Penny Ferry public house at Chesterton. The River Manager had served notice on the vessel, previously moored at Riverside, for obstructing the navigation, being 14 feet in beam. Miscreants had released the vessel's mooring lines on several occasions. Each time, the owner was able to recover the boat back to its moorings. The public house was closed pending its sale by Greene King. The lack of any tangible site management had compounded the problems of vandalism. The river crew

recovered a picnic bench from the towpath, 6 April, which had been stolen from the Penny Ferry pub garden.

The poles used the Lent Bumps had been stolen from the Gun Shed near the A14 road bridge for a second time. The River Manager would look into storage arrangements for the poles at Baits Bite.

Vessel 'Puffin' was deliberately released from its moorings at Jesus Green, 14 March. Other resident vessel owners recovered it from the navigation.

A light oil slick was reported on the river downstream from Riverside towards Chesterton, 18 March. The EA was alerted.

A pair of youths walked along the towpath towards Baits Bite, 18 March, menacing people and wildlife with an air-rifle. A number of members of the public had reported the pair. The Police caught up with them, issued warnings and the gun was destroyed.

A Cambridge doctor went missing after a night out celebrating St Patrick's Day, 17 March. The Police search concentrated on the river near the Mill Pond, but it wasn't until the 3 April that the doctor's body was found trapped against one of the flood doors at Bishop's Mill Sluices following the River Manager's advice to search there. A large crowd of Police personnel and onlookers assembled to observe the recovery. Scudamore's and the River Manager were surprised that the Conservancy's opinion had been sought so late into the investigation, the Police only making contact with the River Manager 13 days after the doctor's disappearance. Mr Ingersent (Scudamores) felt that there ought to be a debrief with the Police over their search procedures, should such an incident recur.

The owner of narrowboat 'Rayner' had been cruising downstream at Horningsea when a star-shaped crack appeared in one of the vessel's windows, possibly caused by an air rifle pellet. The owner was advised to report this incident to the Police directly. On the same day the river crew recovered a 125 h.p. motorbike from the river at Grassy Corner which was leaking fuel into the water.

A sculler was attacked by an aggressive swan at Ditton Corner, 3 April, evening, causing him to capsize. The bird was one of a nesting pair and it had become sensitive to river traffic movements. Advice would be sought as to its relocation.

- 7.5.3 Overloading of punts: The new licensing year had already witnessed some disappointing behaviour by the 'independent' commercial punt operators. The River Bailiff observed two single punts overloaded with seven, instead of five, passengers, plus chauffeurs, 1 April. Neither of these punts was registered. Warning letters were sent on the same day to the vessel owners, A Ramsey and D Watkins, reminding them of their duty to comply with commercial vessel operating regulations set down by the Conservators and the MCA.

- 7.5.4 Prosecutions: Commercial punt operator Oliver Prevettt attended a hearing at Ely Magistrates Court, 10 February. He was found guilty of failing to have insurance in place for his punt, in breach of the Conservators' registration requirements, at the time of the accident on 10 October when two of his passengers fell into the river. Mr Prevettt attended a Trial at Ely, 24 March, concerning the breach of the navigation directive issued by the River Manager as Control Officer regarding use of the middle set of steps at Quayside (banned in October 2008 under byelaw 3). The River Manager attended the Trial as a prosecution witness. Mr Prevettt was found guilty and ordered to pay penalties and costs on both charges amounting to £715. The results of these actions were communicated to the family of the two elderly people who fell into the river who were gratified to learn that the prosecution had been successful.
- 7.5.5 Navigation: A new bridge - designed to convey pedestrians, cyclists and horses - was to be built to cross the river at Bottisham Lock in 2009/10 as part of the programme of infrastructure improvements associated with the Wicken Fen Vision. The contractors had been appointed and access permissions were being sought. During the construction programme there would be intermittent periods when navigation through Bottisham Lock would be restricted. The EA would advertise any closures of navigation. The 'rowers spin here' sign was stolen from its mounting posts near Baits Bite, late March. A replacement sign was to be ordered (cost approx. £250) and anti-tamper measures would be added to discourage future theft.
- 7.5.6 Obstructions: Encroaching bushes and willow boughs between Baits Bite and Horningsea had been trimmed back by the river crew, February and March, under the terms of the EA MOU (flood defence).
- 7.5.7 Pontoon licences: In January, the owners of the River Bar & Kitchen submitted a request to place a pontoon in front of the restaurant below Riverside Walkway, downstream of Quayside. The River Manager sought the applicants' permission to liaise with the other relevant authorities (City and County Councils, Environment Agency) before presenting the proposal to the Conservators at a future meeting. Nothing further had been heard from the applicants. The City Council had expanded its fleet of permitted commercial punts at La Mimosa to 18 vessels. The draft licence agreement for a pontoon (agreed 2008) remained unsigned. Instead, mooring rings had been attached to the concrete capping of Jesus Green frontage to serve berthing. Cambridge Evening News published a misleading article about City Council 'spies' and their devious means of controlling commercial punt operators. The Leader of the City Council

sought an official apology from the newspaper, with the River Manager's endorsement. The apology was published a couple of days later.

The River Manager met with Mr Matthews, independent commercial punt operator, and the County Council, 7 April, to discuss use of the river for commercial operations at Garret Hostel bridge. Mr Matthews was keen to set up a new punt station at the slipway for those operators who had failed to gain a place at the City Council's facility at La Mimosa.

Payment had been received from Scudamore's in respect of the pontoon licences for the year commencing 1st April 2009.

The Vice Chancellor's office was notified that one or more commercial punt operators had been using the University's name to sell their business on the web ('The University Punting Company'). The University would pursue this report and take measures to block the site from operating.

7.5.8 Registration numbers: See 7.8.1 below.

7.5.9 Sunken Boats: The owner having yielded consent, cruiser 'Skadi' was removed from the navigation at Chesterton and returned to the Conservators' Depot. The hull, which was in very poor condition, was broken up on the slipway. Two rat's nests were found under the decks. The costs of the river crew's attendance were to be recharged to the vessel owner, Mr Medway.

7.5.10 Vehicles on the Halingway: There have been a series of isolated instances when mini-motos and quad bikes without registration plates had been ridden along the Halingway towpath at speed. When a visual identification was been possible, these unauthorised vehicles had been reported to the Police. Mr Endersby, a local fisherman with mobility problems, had been granted a further year's permission (up to 6 March 2010) to park his car beside Baits Bite office so that he can fish near the lock. Permission has been given for authorised vehicles (ambulance, marshal's car) to access the Halingway towpath for the Head of the Cam Race, 2 May

7.5.11 Noise: A resident narrowboat owner moored at Grassy Corner had continued to barrage the CUCBC with complaints about early morning noise caused by rowing crews. The lady had become particularly abusive towards crew members.

7.5.12 Disposal of sewage: The joint EA/Conservancy leaflet on the regulating of sewage disposal into the River Cam was at final draft stage. Once the leaflet has been published it was to be distributed to all motorised vessel owners moored on the Cam to raise awareness of pollution issues.

7.5.13 Diving operations: Police divers from Lincolnshire assisted in the search for a missing doctor (see 7.5.2 above).

7.6 Environment and Planning

7.6.1 Biodiversity: The River Manager attended a Water Framework Directive stakeholder workshop arranged by the EA at Huntingdon Racecourse, 3 February. The EA's consultation leaflet on the Directive was circulated with all 2009/10 Conservancy vessel registration renewal forms. The deadline for responses to the draft River Basin Management Plan was fixed for 22 June. The CUCBC had demanded that their views were accounted-for in the Conservancy's submission, being the majority user group on the Cam.

A copy of the National Trust's newsletter for the Wicken Fen Vision (February) had been received at the office.

The River Manager attended a meeting of the Cam Valley Forum in Grantchester, 11 March. The group was revising its publicity leaflet. The Friends of the River Shep produced a regular newsletter and the Forum was considering producing a similar publication. The Forum held its AGM in Cambridge, 27 March. The River Manager was unable to attend.

A copy of the March bulletin issued by RiverCare had been received at the office.

Cambridge City Council had arranged to hold its annual Himalayan Balsam 'bash' on 2 June at Byron's Pool NR and 30 June at Paradise Island. The Conservancy staff were to assist the volunteers in these clearance efforts to reduce the spread of the plants further downstream.

A Cam-resident boater asked if there were any American Signal crayfish in the Cam and how he could go about catching them. A Licence was required to trap crayfish, issued by the EA, and he was given the contact details for the local permit-issuing officers.

7.6.2 Cambridge City Council Local Plan: The Wildlife Trust for Beds, Cambs, Northants and Peterborough was preparing a management plan for Sheep's Green and Coe Fen on behalf of the City Council. Feedback was sought on particular issues and problems facing these areas and how they might best be managed. The principal issue seemed to be how to deal with rubbish generated by visitors. Riverbank repairs were also required in certain locations to improve public safety.

New pathways, fishing platforms and canoe platforms had been installed at Byron's Pool LNR in March. The Community Reserves Officer asked if the Conservancy knew of any local suppliers of mooring rings or cleats. The river crew had previously fabricated these for the Depot frontage and Clayhithe visitor moorings.

The City Council's Green Spaces officer had arranged for various stakeholders to meet on 31 March to discuss the

Council's Heritage Lottery Fund bid for improvements to Jesus Green. However, the meeting was cancelled at short notice given the news embargo ahead of the announcement of results of the round 2 funding decision by the Lottery Fund.

- 7.6.3 Cambridge Sports Lakes: The Visitor Centre at Milton Country Park had been subject to break-ins and vandalism at the end of 2008. The River Manager met with the Executive Director of the Sport Lakes Trust, 31 January, to exchange news. Mr Woolhouse had mooted the idea of using the Park's mowing equipment to cut the Halingway on a contract basis. The Trust was planning to establish a small-scale training facility for novice rowers on one Todd's Pit, inside the Country Park. The provision of training on safe, sheltered waters would be beneficial to novice rowers, providing them with the opportunity to acquire key skills before taking to the main river. The proposal was discussed at a meeting of Milton Parish Council, 6 April. To support the Trust's proposal, a summary of river incidents involving rowing vessels was passed over to Mr Woolhouse. Notably, rowing-related incidents on the river were at their lowest in August, the only month when there were no scheduled rowing races and when college crews were mostly absent from Cambridge or had achieved sufficient level of competency to manage their activities safely.
- 7.6.4 CamToo: The EA had criticised the Project's consultancy report, produced by MTC Consultants, on the predicted flood relief benefits of the CamToo channel. The Project Manager, Mr Moseley, had challenged the EA's criticisms and was awaiting their response. The MSc Course Director at Cranfield University offered the disappointing news that none of the MSc students had taken up the project title offered jointly by the River Manager and Mott MacDonald to investigate the long-term effects of moorings on silt accumulation in the River Cam. The project title could be included in the list again for the 2009/10 intake of students.
- 7.6.5 Planning Consultations: SCDC has approved the outline planning application for the Retirement Development at the Old Transmitter Site, Ely Road, Milton (former EDF site). A full planning application was to follow.
- 7.6.6 SCDC Towpath: Nothing to report.
- 7.6.7 Land Registry application, at Quayside, by Scudamore's: Nothing to report.
- 7.6.8 Miscellaneous: A huge recycling centre off Chesterton Fen Road had been proposed by Bidwells on behalf of the landowner, Jesus College. SS4 Site 126 'Land at Chesterton Fen' was one of a suite of proposed 'Additional Sites' for waste

processing in the County. The River Manager submitted an objection on-line on behalf of Conservators.

7.7 Moorings

7.7.1 Camboaters: The River Manager has submitted items of 'Conservancy News' for the monthly Camboaters' newsletter. Camboaters had applied for a Sustainable City Grant for Environment Projects for a 'Boats In Bloom' project, appended with a letter for support from the River Manager. Regrettably, the proposal was declined, the panel citing its lack of value to the wider community in Cambridge. The EA had issued a number of navigation restriction and closure notices pertaining to the River Great Ouse and tributaries, plus a job advertisement for a River Inspector based at Brampton. These had been forwarded to the committee for publication on the Camboaters' web-pages.

7.7.2 Clayhithe 48 hour visitor's moorings: When the River Bailiff was on sick leave, a handful of vessels had flouted the time-limit at the moorings. The Bailiff recommenced serving notices upon his return to work. Clearly, continuous pressure was required to ensure that vessel owners complied with the Conservators' Mooring Policy in the Conservancy Area.

7.7.3 Mooring Arrangements with Cambridge City Council: Following the high river flows in February, Camboaters prepared a report entitled 'Mooring Rings in Cambridge, Camboaters Perspective' citing the reasons why the City Council should consider installing mooring rings along the riverbanks'. This was presented to the City Council's officers for consideration by the Community Services Scrutiny Committee, 12 March.

The River Manager had forwarded the draft AINA report 'Residential Use On Water' to the Active Communities officers for their reference.

Invoices had been raised in respect of the River Bailiff's fees for conducting the weekly boat count for the period 29 December 2008 to 29 March 2009 inclusive.

The dates for joint meetings of the City Council Active Communities team, Conservators' officers, Camboaters and Cam rowing representatives had been fixed for the year ahead (1 April, 24 June, 2 September).

Camboaters had brought to the City Council's attention a number of 'ankle-breaker' holes in the riverbanks of the Commons. The City Council's engineer was preparing a full programme of repairs which were due to commence in May, subject to consent being granted by the EA and Conservancy.

The Chairman and River Manager were due to meet with City Council representatives on 28 February to discuss enforcement issues ahead of the 2009/10 punting season however, this was

cancelled on account of the Chairman's inability to attend and the River Manager having had insufficient time to research action points from the 16 January meeting. Mr R Taylor, an individual with interests in commercial punting, requested the minutes of the 16 January meeting from the City Council under the Freedom of Information Act. Various e-mails procured by these means had been published on Mr Taylor's website. Mr Taylor has also prepared an accurate set of minutes from the last Conservators' meeting at Queens' College on 15 January. The City Council had recruited two new officers with an enforcement remit (punt touting, moorings).

Cambridge residents had aired their discontent over the presence of moored vessels along the Cam's riverbanks, in particular at Riverside. County Cllr P Sales had made contact a number of times clarifying various authorities' regulating abilities at Riverside. The River Manager received an angry missive from Mr Jolly, Riverside Place Residents' Association who was threatening to instigate a campaign against the Conservancy in the Cambridge Newspapers. The River Manager and River Bailiff met with the Councillor on site on 2 April to various issues relating to the moored vessels. The River Manager met with the City Council's Head of Active Communities and legal advisor, 9 April, to commence investigations into the legal ownership of Riverside.

7.7.4 Conservators' Mooring Policy: 'Independent' commercial punts were being left in the cut at Garret Hostel slipway, blocking public access to the water's edge. A fisherman had complained that he had been unable to fish this 'trophy' swim. The County Council had confirmed ownership of the sub-soil beneath the public slipway. Highway rights existed to the water's edge. The Conservators' Moorings Policy prohibited mooring along the Backs 'except at the punt stations'. A Conservancy sign saying 'Mooring prohibited' had been placed above the slipway. The old sign, defaced but just decipherable, read 'no commercial operations are permitted on this quay, public access only, by order'. The River Manager wrote to one operator reminding him that he was not allowed to moor his punts there, save for the purposes of picking up and setting-down passengers, as laid down in the 1851 Act. Thus, the old sign was suspected to be erroneous. Another commercial punt had been seemingly abandoned on the river frontage at Trinity College. The Porter's office had been informed and action was taken to move the vessel on.

Mr Moseley (Eastern Region Rowing Council/CamToo Project) had requested data on the number of powered vessels moored on the navigation, and the split between EA and Conservancy licences.

Mr A Wingfield, the City Council's Drainage Officer, had ascertained that moored vessels at Riverside had probably caused a valve flap for one of the storm drain outfalls to

become inoperable, causing flooding near the Tesco Stores, Newmarket Road, after heavy rainfall. Copies of plans of Riverside wall were passed over to Mr Wingfield to assist him in his investigations. Byelaw 6.3 prohibited moorings in front of any outfall in the Conservancy Area.

The River Manager had been unable to complete the review of moorings at Midsummer Common and Riverside; the report was to be presented at the July 2009 meeting instead.

7.8 Registration

7.8.1 Boat Standards: To ensure that all commercial punts were complying with the byelaws and guidelines set out in the Conservators' Code of Practice for Commercial Punt Operators, the River Manager was arranging one-on-one interviews with all operators for the 2009/10 season. The two-stage interview was to include an inspection of the condition of each punt and its markings/signage.

Dr J MacGinnis had suggested that a safe compromise to meet passenger demand would be the re-introduction of a 9-seater punts, instead of the 12-seater ferries. A letter was tabled. The proposal merited further discussion at a joint meeting with the punt operators.

7.8.2 EA Interchange Agreement: A residential moorer on the Cam demanded from the EA the release the terms of the Interchange Agreement with the Conservators under the Freedom of Information Act. The same vessel owner had previously faced prosecution proceedings by the Conservators for non-registration; he wanted to arrange registration with the EA for 2009/10 as a 'houseboat'. The EA and Conservancy definitions of a 'houseboat' differed. The River Manager confirmed with the EA that this particular vessel owner was required to register as a vessel with an engine. The EA licensing team was to deal with the enquiry.

7.8.3 Non-registration prosecutions: A number of motor vessel owners were convicted for failing to complete their craft registration for the 2008/09 licensing year: Ms A Griffiths ('Jester', moored Fen Ditton), Mr B Thrush ('Narrow Escape', moored Riverside), Mr U Schluter ('Mistral', moored Riverside), Mr N Hersom ('Silver Eel', moored Riverside), Ms C Brown ('Tumbling Water', moored Riverside), Mr S Sedgwick-Jell ('Starfinder', moored Riverside), Mr B Martinsen (Fletcher speedboat, various moorings), Mr T Medway ('Skadi', moored Chesterton), Mr T Goode ('Bidean', abandoned, reclaimed to Clayhithe) Summonses against Ms R Collins ('Duty Free'), Mr A Merwiak ('Francharlie II') and Mr D Pountney ('Winslow Revival') were withdrawn upon late production of valid Boat Safety Scheme Certificates. The Solicitors noted that the Magistrates imposed a higher fine for

those vessel owners who did not have valid Boat Safety Scheme Certificates. Conservators were reminded that the general economic downturn was likely to lead to further prosecutions and higher legal costs in 2009/10. The Compensation Orders only reflect a proportion of the total legal costs, the remainder being borne by the Conservators.

7.8.4 Interchange agreement with the British Canoe Union: The Cambs, Beds & Herts Army Cadet Force had requested a reduced registration fee for a fleet of training canoes and kayaks. At present all canoeists, including youth groups, had to pay the full Conservancy annual registration. The River Manager had been in contact with the BCU again asking if discussions could commence regarding an interchange agreement for canoeists using the Conservancy's waters. A response was awaited from the BCU's Head of Access.

7.8.5 Interchange agreement with the Amateur Rowing Association: No further progress.

7.9 Events

7.9.1 Events: A copy of the CUWBC 2008/09 calendar of events had been received at the office courtesy of their Vice President. The Riverboat Georgina was encountered unexpectedly on the rowing course during the CRA Winter League First Leg, 18 January. The River Manager asked for an updated passenger cruise schedule from the Georgina's manager to quell the race organisers' anxieties ahead of the Second Leg on 22 February. The Newnham Short Course Regatta took place on 31 January. The CUCBC Committee advised the organisers of the Pembroke Regatta on 14 February to restrict racing to experienced crews only due to strong stream conditions. The CUCBC Lent Bumps (24-28 February) passed-off without incident although in the week following the event, thieves broke into the gun-shed near the A14 road bridge and stole the CUCBC's poles again (replacement cost £2k). An e-mail circulated to river users ahead of this event, reminding navigators to heed the marshals' instructions or face prosecution proceedings (as illustrated by two cases of action by the Conservancy in 2008), was ill-received by Camboaters. The Senior Treasurer of the CUCBC and River Manager met with Mr Ukarnis, manager of Riverboat Georgina, before the Lent Bumps to confirm traffic management protocols. A gentleman acting on behalf of a local charity 'Contact' asked if volunteers could make a collection for charity along the riverbanks during the Lent Bumps. The River Manager was unable to grant permission since the Conservators' byelaws prohibit the collecting of alms in the Conservancy Area. 'Unauthorised' vehicle access to Stourbridge Common by CRA officials for the Winter League Third Leg, 8 March, caused

some upset to a local Ward Councillor and residents. The CRA had held a key to the padlock securing the field gate to Stourbridge Common for many years. The padlock was changed and the City Council, as landowner, was insisting that the CRA and CUCBC approach them for formal permission in advance of each race in the future.

The RAF Regatta scheduled for 29 March had been cancelled; the organisers had relocated the event to Peterborough.

The Great Cam Clean-Up, jointly organised by Camboaters and ENCAMS, was due to take place 24 April. The River Manager was to make the welfare facilities at Baits Bite office available to volunteers taking part in day's the litter-picking efforts. Fly-posting notices of the Clean Up on riverside structures had met with the disapproval of the County Council Bridge Engineers, being an offence under the Town & Country Planning Act 1990 and Highways Act 1980.

The Cam Canoe and Kayak Marathon had been granted permission to take place on 26 April.

The Cam Sailfish Weekend, ex-Cam Sailing Club at Waterbeach, was to take place the weekend of 19-21 June. Richmond Canoe Club requested permission for a one-day Cam paddle, 21 June, for the second year running.

The Steam Boat Association of Great Britain indicated that it should like to arrange a 2-day rally for its members over the weekend of 24-26 July, based at the Cambridge Motor Boat Club and private moorings at Horningsea.

The River Manager is to seek a quotation for new warning signs for events, the costs to be shared with the CUCBC and CRA. Some of the green sandwich-board style signs had gone missing in recent months, presumably thrown into the river.

The Penny Ferry (Pike & Eel) public house at Chesterton, owners Greene King, had been vacant for some months. Given the economic situation, the time was ripe for one of the rowing clubs to make an approach to the landowner for use of the premises. The CRA was seeking space for a new boathouse beside the Cam but deemed that this building plot too small for their requirements.

Conservators were advised to check the website for additions to the list of approved events since the January meeting.

7.10 Publicity

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

7.10.2 Notice boards: Camboaters' committee had agreed, with representatives of the rowing community and River Manager, that a shared notice-board on Stourbridge Common would aid communications and engender better relations between river users. The City Council Green Space Manager, Mr A Wilson, had agreed to fund the purchase of a suitable cabinet. The

location for the noticeboard was to be agreed on a joint site visit.

7.10.3 Publications: Following the reclaim and break-up of unregistered vessel 'Skadi', a short report was submitted to the Editor of Towpath Talk Magazine, a national publication, to demonstrate that the Conservators were enforcing boat standards, making the point that the same vessel owner was prosecuted for failing to attend to his vessel registration.

The Conservancy's weed harvester was featured in the Spring 2009 edition of GOBA News pictured removing vessels from the EA's waterways.

7.10.4 Presentations: The River Manager gave a powerpoint presentation on 'The River Cam: an historic navigation in modern times' to the Fenland History Group at Ely Library, 6 February. The River Manager gave a more general talk on managing the River Cam to the Longstanton WI, 16 February. Mr C Brown kindly loaned a laptop projector for this talk. The River Manager provided a very similar presentation to the Ely Rotarians, 11 March.

7.10.5 Media: A production assistant for Potboiler Productions undertaking research on the role of river bailiffs sought permission to contact the Bailiff to interview him about his job. The media had seized upon reports of an aggressive swan, coined 'Mr Asbo', which has started to attack rowers and canoeists on the river from 3 April onwards.

7.10.6 Website: Updates on events and navigation restriction notices had been communicated to the Conservators' web-master.

7.10.7 Visit by HRH Duke of Edinburgh: the River Manager attended the naming ceremony and launch of the new CUBC rowing eight 'The 800th' by Prince Philip at the Goldie Boathouse, 12 February. The University crew gave a row-past, accelerated by strong flows. The launch was featured on the local evening television news.

8. Dates of Next Meetings:

The meetings for Thursday 9th July 2009, Thursday 24th September and Thursday 14th January were confirmed and Thursday 15th April 2010 was agreed.

There being no other business the meeting closed at 11.30am.