

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 20 SEPTEMBER 2007 AT 9.30am

Present: Professor M D I Chisholm (in the chair)

Conservators: Dr N H M Chancellor, Mr R C Hardingham, Mr R Ingersent, City Cllr I Nimmo-Smith, Mr J R Pryce-Jones, Dr R D Walker and City Cllr T Ward.

Observers: Mr D Bradley and 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, Mr J Macnaghten, Mr J Collinson and Mr N Maseychik.

Action Required

By

The Chairman opened the meeting at 9.30am.

1. Apologies for absence had been received from Mr J A Adams, Mr A C G Brown, Mr L P Phillips, Mr R T Bryant and Mr W Key.
2. Minutes of the Meeting held on 5th July 2007 and 'In Committee' Minutes of the same meeting: Two minor corrections were made to the Minutes, substituting July for April in the title and River Foreman for River Manager after Mr C S Sparkes; the corrected minutes were approved, nem con, and the Chairman authorised to sign the same. Dr Walker received the 'In Committee' Minutes. Cllrs Nimmo-Smith and Ward confirmed that they had been in attendance to discuss staff matters. The minutes were amended with this note and, having met with unanimous approval, Dr Walker was authorised to sign the same.
3. Matters Arising from those minutes as reported (not dealt with elsewhere on the agenda):
 2. Resignation of County Councillor Paul Sales: Cambridgeshire County Council had still not nominated a representative for this appointment. The matter would be pursued with the Democratic Services Election Officer.
 - 7.2.2 Business Plan: A sub-committee group meeting date had been set for 29th October to commence drafting of the new Business Plan for 2008-2013.

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- 7.2.4 Insurance: A Summons had been received from the solicitors representing Mrs Baker who had sustained an injury at the Clayhithe visitor moorings in August 2004. The insurers had been unable to come to an agreement. Royal & Sun Alliance Insurance had appointed Badhams Solicitors to represent the Conservators. Badhams advised the Conservators to sign a Mandate to Admit Liability and the River Manager had completed this declaration with the Chairman's consent.
- 7.3.5 Jesus Lock: A pre-application form had been submitted to the Heritage Lottery Fund 'Heritage Grants' programme seeking funds to assist in repairing and upgrading the lock. The Lottery Fund did not believe that the application met this particular grant programme's objectives. Alternative grant schemes were being investigated. The River Manager was due to meet the Environment Agency Project Manager for Jesus Sluices to discuss cost-sharing. As a consequence of these delays, works were unlikely to commence until spring 2008.
- 7.3.7 The Halingway: Archer & Archer had been instructed to deal with Mr Henry's solicitors, Lorimer Longhurst & Lees, over the drawing up of an easement agreement for 14 Fen Road, Chesterton, which backs onto the Halingway. The Land Registry had advised that the Declaration given by former City Engineer Cyril Cooper in 1995 was considered to be out of date (over 12 years old). An extension to the application deadline had been granted so that a new declaration could be prepared and submitted detailing the Conservators' landholdings. The Chairman undertook this task with the assistance of Archer & Archer and Hewitsons Solicitors. The River Manager hand-delivered the documents to the Land Registry on 31st August.
- 7.4.2 Conservators' Boats: The new auger-type propellers for the Berky weed harvester had proved to be highly satisfactory. The old propellers, when removed, showed signs of deterioration, and these were to be retained as spares.
- 7.6.8 Pontoon licence application, at Quayside, by Scudamore's: Archer & Archer had received a letter from Scudamore's solicitors, Pinsent Masons, dated 13th July reserving the right to challenge the decision taken by the Conservators at their meeting on 25th May 2007. Archer & Archer did not feel that a response to this letter was necessary. Copies of the two letters were tabled, completing the suite of correspondence which had been circulated to Conservators to date.
- 7.8.4 Conservators' Mooring Policy: A review of the Policy (brought into effect in 2004) had been proposed by the River Manager at two specific locations which appeared to be the cause of problems: (a) the suspended Riverside Walkway (between

Mr Macnaghten entered
the room

Chairman/River Manager

Quayside and La Mimosa restaurant) and (b) Riverside retaining wall. A review paper was tabled for discussion. Mr Ingersent declared a personal interest at this stage of the meeting. Various corrections were suggested to the options presented in this document and to expand the scope of the review. The Conservators agreed for the Chairman and River Manager to prepare the next draft. This would be circulated to the Conservators prior to its review by the public. The consultation document would be mailed to stakeholders and made available for viewing on the Conservators' website also.

4. Chairman's Report: The Chairman had nothing to report.

5. Finance Report:

5.1 Income and Expenditure: Conservators noted that there was £320,000 on a Barclay's Treasurer's Deposit providing 5.385% until 17.10.07 and £250,000 on a Hallmark Account at Cambridge Building Society earning 4.76% A.E.R.

5.2 It was noted that the Treasury Deposit was paying more than the Cambridge Building Society in interest but these rates tended to fluctuate. It was felt that the Hallmark Account was providing acceptable performance in the long-term. Conservators noted that if the funds were drawn then this type of community account, which was no longer offered, would be closed. Mr Pryce-Jones suggested that the Conservators might want to investigate a Business Premium Account which tended to pay more interest than typical Treasury Deposits. Some discussion followed about seeking professional advice on this; certain banks offered free advice. Dr Walker cautioned that now was not a good time to make any long-term investment decisions. The River Manager was asked to make some enquiries and to report back at a future meeting.

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5.3 Year-to-date registration income had been received in excess of budget predictions, mainly due to an increase in the number of commercial wide-beam punts. A number of boats remained unregistered; once prosecution proceedings had been commenced against the owners of these, it was expected that further registration income would be forthcoming.

5.4 A budget comparison sheet was tabled. Conservators noted that the order from the EA in respect of the Interchange Agreement had not yet been received. Once this had arrived the annual invoice would be issued to the EA. There had been a notable increase in property rates. Legal expenses in respect of pontoon matters had not been budgeted for.

6. River Manager's Report:

The Conservators noted her report on:-

6.1 Administration

6.1.1 Archiving: The former Engineer had returned a number of maps and engineering drawings to the office. These had been catalogued and, in the short term, were to be stored at Clayhithe in a wooden chart case made by the River Foreman.

6.1.2 Business Plan: Nothing further to report.

6.1.3 AINA/BW consultation: The River Manager and her Deputy had registered to attend the AINA Conference and AGM on 27th September in London. The Conference theme was the Water Framework Directive.

Officers had completed a questionnaire from the Inland Waterways Advisory Council which had been circulated via AINA. IWAC were assembling evidence from AINA members for an advisory report to Defra on the sustainable funding of waterways. IWAC's objective was to convince government of the need for secure and stable funding for the waterways.

A copy of British Waterways Annual Report and Accounts for 2006/07 had been received. The River Manager was due to attend the BW AGM, in Birmingham, on 17th October.

The Deputy River Manager had been making use of the AINA members' access to GRANTfinder, the grants and funding search engine, seeking sources of funding for future capital projects and maintenance works.

6.1.4 Insurance: A specialist surveyor had been commissioned to inspect each the Conservators' properties for asbestos to meet insurance requirements (see Minutes, 2004). Inspections had been undertaken at Clayhithe and Baits Bite Office. Carter Jonas was arranging access to the rented properties.

Insurance cover was extended so that the Berky weed harvester could be used for weed-cutting works on the Environment Agency's waterways at nil additional premium.

The EA had requested proof of public liability insurance for the Conservators' attendance as an exhibitor at the IWA Festival, in the AINA Marquee. The insurers provided the relevant Evidence of Insurance Certificate which was forwarded to the EA.

6.1.5 Office supplies: A wall-mounted leaflet display had been purchased for Baits Bite office so that passers-by could pick-up free waterways and tourism literature from the lobby area during office hours.

A stock of archive-quality parchment paper had been purchased for the Conservators' minutes (previously supplied by Archer & Archer).

- 6.1.6 Procedures: To comply with a request from the EA's stand manager for the IWA Festival, the River Manager prepared a Risk Assessment for attending public exhibitions and shows.
- 6.1.7 Staff: An employment application had been received which had been filed for future reference.
- 6.1.8 Licensing Act: Cambridge City Council had circulated a Statement of Licensing Policy consultation document. The deadline for representations was 24th September 2007.

6.2 Property management

- 6.2.1 Jesus Lock Keeper's Cottage: Four student tenants had vacated the property in early July. Carpet cleaning was charged to these departing tenants. Repairs were made to a broken bathroom window and to the front garden gate. The river crew cleared weeds and rubbish from the front garden on the proviso that, once in residence, this responsibility would fall upon the new tenants under the terms of their tenancy agreement. The new tenants had signed a 6-month agreement with the monthly rental figure set at £1600 per month. Carter Jonas prepared a new contents' inventory at a fee of £105. A larger fridge freezer was purchased for £374. Annual gas and electrical safety inspections had been carried out. The Council Tax bill for the current year had been passed on to Carter Jonas. The bill would have to be recalculated on the basis of mixed occupancy; two of the tenants were non-students, but the three students were arranging exemption certificates. Carter Jonas had replaced one bedroom door lock. The tenants had been reminded to keep the windows closed and secured when they were not on the premises. The property was due to be inspected for the presence of asbestos (see 6.2.4).
- 6.2.2 Baitsbite Cottages: Strong winds in early July felled an apple tree in the grounds of No.1 Cottage; the river crew attended to its removal. A new apple tree was to be purchased and planted in its place. Mr and Mrs Goudie had given a month's notice and were due to vacate No. 1 Cottage by mid-October. The property had been advertised through Carter Jonas for £910 per calendar month. Mrs Clarke had purchased a new cooker for No. 2 Cottage. She was reimbursed £300, on the understanding that the cooker would be added to the property inventory. The cooker would remain if she and Mr Clarke surrendered their tenancy.

- 6.2.3 Baits Bite Office: The certificate of conformity for the alarm system had been received. K H Construction had been paid the balance outstanding for the office refurbishment (final project cost £18,066). The railings to the exterior steps had not been fitted; the outcome of the Planning Application was still unknown. EDF Energy had provided Statutory Notice of their intention to interrupt the power supply in the Fen Ditton area on 27th September. The River Manager had been in contact with EDF Energy and the EA about electricity supply to the site, particularly the automatic sluice gates, for the scheduled period of interruption. The decision was taken to close the lock on the day, from 9am to 5pm. The River Manager had issued a Suspension of Navigation Notice. The River Foreman had been asked to attend in any emergency callouts since the office would not be staffed (the River Manager and her Deputy were due to be in London at the AINA conference that day).
- 6.2.4 Clayhithe House and Depot/Workshop: The River Manager had written to SCDC planning officers seeking advice as to what consent might be required for the replacement of floorboards in one of the bedrooms of this Grade II Listed building. The River Foreman had been seeking quotations from various suppliers. An asbestos inspection was carried out on each of the buildings at the Clayhithe property on 4th September.
- 6.2.5 Jesus Lock: The River Bailiff was due to remove the navigation restriction signs at the lock at the end of the September so that motorised vessels might navigate the Middle River from 1st October to 31st March inclusive. Navigation would continue on an appointment-only basis, providing some traffic control in mind of the safety of people using manually-propelled craft.
- 6.2.6 Baits Bite Lock: A Council Tax officer from SCDC visited the cluster of properties around Baits Bite Lock and suggested that the lock might be liable for business rates. The River Manager was arranging for a white line to be affixed to the edge of the lock pen prior to the bollards being emplaced. The half-yearly mechanical and electrical inspections were due in September. A boater had suggested that wooden rubbing strakes, fitted to the concrete edge of the landing stages, would reduce abrasion and damage to GRP hulls. Disembarkation was difficult on the upstream side of the lock owing to the low level of the bank piling. Works to the landing stages would require capital funding, to be considered at a later date.
- 6.2.7 The Halingway: The County Council had received complaints from the public about vegetation encroachment along the Halingway cycle-path. The investigating officer had requested information on the Conservators' grass mowing regime. The River Manager sent a copy of the Halingway Lease Agreement to the officer, explaining that it was the County Council's

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responsibility to maintain the surface of the track and to ensure that it was free of vegetation, including any fallen branches. The terms of this Lease Agreement appear to differ from the national standard for Public Rights of Way: normally, the landowner was responsible for maintaining a clear route. Both parties had agreed to meet in the New Year to review the 2008 programme. It might be appropriate to seek reimbursement from the County Council for the river crew's costs when attending to emergency tree removal and vegetation clearance above and beyond the normal maintenance schedule for the towpath.

The River Manager attended a sub-group meeting of the Old Chesterton Residents' Association on 6th September to discuss issues affecting Chesterton Fen, mostly associated with unplanned development along Fen Road. Cllr H Smith had been researching the potential for installing a foul sewer to relieve the problems experienced by local residents. There was a chronic overflow of grey water into a field near Grassy Corner. Some fly-tipping, to the rear of one of the fields near Grassy Corner, has encroached onto the Halingway. SCDC were due to remove the rubbish. The travellers' representative has undertaken to investigate its origin.

The County Council were due to conduct a traffic survey of people using the Halingway, and other local cycleways, on Thursday 13th September. They had requested vehicle access to the Halingway via the Grassy Corner gate so that they might set up a survey station there.

- 6.2.8 Lease of Fishing Rights: The EA annual fisheries survey of the River Cam took place from 9th to 12th July. The greatest catch and diversity was recorded near the A14 road bridge, although fisheries officers reported slightly lower numbers overall as compared with 2006. A date for the inaugural opening of the disabled fishing platforms had yet to be arranged by CFPAS. CFPAS were to arrange for a pathway to link each platform to the towpath to finish off this project.
- 6.2.9 Grazing, 1.74 acres Fen Road: *See Matters for Decision.*
- 6.2.10 Grazing, 4.69 acres Fen Road: The tenant, Mr Burton, had been reminded that the next half-yearly instalment of his rent (£375) was due on 1st October.
- 6.2.11 Clayhithe Field: Confirmation of Title Absolute (CB241945) had been received from the Land Registry. The river crew had purchased a post-knocker and fence posts so that they could section-off a small area of this field for the storage of weed cuttings.

6.3 Plant and equipment

6.3.1 Computer: Nothing to report.

6.3.2 Conservators' Boats: The insurers had requested a Declaration of Conformity for the 'Michael C' dredging arm; this had been issued by the boat-builder (HMS Engineering). The Berky weed harvester suffered a minor breakdown to its steering system whilst working at St Ives, River Great Ouse. Repairs were completed within 48 hours, with minimal interruption to the work schedule. A mobile oil filtration unit had been hired to recover some biodegradable hydraulic oil which had been spilled accidentally into the Berky's hold in 2006. The oil was valued at approximately £600 and once filtered, it could be re-used. The River Foreman confirmed that this was a one-off event and there was no leakage elsewhere on the vessel. The new Bailiff's punt had been ordered.

6.3.3 Safety Equipment: Two new auto-inflating lifejackets had been purchased, replacing one faulty unit and providing a spare for the river crew or visitors.

6.3.4 Vehicles: The Mazda truck failed its MOT inspection in July because one of the front disc brakes had seized. The disc had to be cut free and replaced. The vehicle passed its re-inspection.

6.4 River Work

6.4.1 Bishop's Mill SLA with Cambridge City Council: An invoice had been raised for the SLA for the quarter (April to June). The River Manager was attending to the submission to Cambridge City Council of the new terms for the year commencing 1st April 2008 (due for presentation 30th September).

6.4.2 EA Memorandum of Understanding (SLA): A programme of works for 2008 was scheduled to be submitted to the EA for their approval by 31st December, in accordance with the terms of the MOU. The invoice for the quarter (April to June) had been issued and payment had been received. Works additional to the MOU had also been undertaken - weed cutting on Burwell and Reach Lodes in July (payment received, £3,560), weed-cutting downstream of Bottisham Lock on behalf of Waterbeach Angling Society (invoice submitted for £945, receipt of payment awaited) and weed-cutting in the vicinity of St Ives, River Great Ouse, in advance of the IWA Festival (estimate £8,770). The river crew commenced weed-cutting in the Conservancy Area, for flood defence purposes, in early September.

6.4.3 Towpath - grass cutting: The river crew had been maintaining a closer cut of the 48 hour moorings at Clayhithe and along the

landing stages at Baits Bite Lock. Contractors were to undertake an end-of-season cut along the towpath between Chesterton and Clayhithe in late September/early October.

- 6.4.4 Miscellaneous Applications: Hannah-Reed Associates had submitted preliminary plans for the alteration to the existing ferry dock at Jesus College Boat House to form a dock for a bank tub. The project would involve excavating and piling works. The Project Manager had been advised on the relevant permissions required.

Licences were issued in respect of the under-bridge inspections (using a vehicle-mounted gantry) of Victoria Avenue Road Bridge (daytime, 9th August) and of the A14 road bridge (overnight, 16th and 17th August) by W S Atkins, on behalf of Cambridgeshire County Council and the Highways Agency, respectively. Navigation Suspension Notices were issued as these presented a partial obstruction to navigation. The appropriate invoices had been issued. The contractors were asked to provide safety lighting for the overnight inspection and repair works. No problems were reported by either river users or the contractors during these inspections.

The River Manager attended a meeting on 14th August with Cambridge Canoe Club and British Canoe Union representatives to discuss plans to develop the clubhouse at Sheep's Green. The Club was also proposing to modify the spillway below Bishop's Mill Sluice to create a 'play-wave' for canoeists (*see Matters for Decision at the end of this report*).

A licence had been issued to Mr M Harrison to undertake piling works at his property, Terrell, Horningsea (see Minutes 11th January 2007). Payment of the licence fee had been received.

A licence had been issued to Cambridge City Council to install a water point and improve the bank at Stourbridge Common. This project had been granted Land Drainage Consent by the EA. Payment of the licence fee had been received.

An unregistered workboat passed through Baits Bite Lock on 21st August, en route to Ely. The workboat had been 'de-silting' Eights Marina. The EA had informed the River Manager in February 2007 that they would not provide consent for these works. The contractors had not sought permission of the Conservators under sections 15 and 16 of the 1922 Act. There was a lack of clear guidance regarding dredging, desilting and the expulsion of loose sediment into river channels. The River Manager wrote to the Head of Development Control at the EA, Brampton office, seeking clarification of what could, and could not, be done. A response was awaited. AINA were also due to issue guidance on dredging following discussions with Defra. Works to King's Mill Weir by W S Atkins on behalf of Cambridgeshire County Council commenced on 3rd September, under licence. A Suspension of Navigation notice was issued. Scaffolding was to be in place in front of the structure in the

Mill Pit for the duration of the works. The appropriate licence fees had been levied.

Mott MacDonald had been commissioned by the City Council to refurbish Bishop's Mill Sluice. The River Manager and River Foreman met with their representatives on 20th August. Some revisions to the plans were suggested on the basis of the River Foreman's experience when using the structure under emergency circumstances. A licence would be issued once their plans and programme dates had been finalised.

The EA's contractors commenced brickwork repairs to Baits Bite Sluices the week commencing 3rd September. The EA's contractors, Anglian Marine Services, had requested the loan of the Conservators' barge, on a rechargeable basis.

Licences had been issued to Kingdom II Television Productions Ltd and Bill Charles London Ltd to film along the Backs on 10th and 11th September respectively. Suspension of Navigation notices had been published in the Cambridge Evening News and on the Conservators' website.

Balfour Beatty had advised that the new Riverside bridge span was likely to be lifted into place in mid-November. Preparatory work to the bridge abutments was in progress. The river would be closed on the day of the bridge lift and this closure would be advertised, as usual.

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6.4.5 Rubbish Clearance: The annual invoice to Cambridge City Council had been issued (£10,730) and payment had been received.

6.4.6 Third Party Rechargeable: The EA Waterways team had requested the removal of a sunken wooden cruiser 'Bullfrog' from downstream of Dimmock's Cote; this was attended to by the river crew on 30th August. An order had been received and an invoice had been raised.

A riparian landowner at Riverside Court, opposite Jesus Green, requested the river crew's services to trim a large willow tree on her property. The branches were overhanging the river, causing an obstruction to navigation. The river crew attended to this task on 31st August and the landowner had been invoiced. The landowner was advised to seek the services of professional tree surgeons to reduce the height of the tree subject to permissions from the City Council in their Conservation Area.

6.4.7 Tree Pollarding: A schedule of trees to receive attention for this winter has been prepared by the River Foreman, in consultation with tree surgeons. The River Manager had approached the SCDC Ecology Officer for funding assistance. A meeting took place on 11th September and the SCDC officer had advised that there was sufficient time to submit an application to part-support the 2007/08 pollarding programme, for which £12 k had been budgeted (see Minutes, 11th January 2007). Any grant

monies forthcoming from SCDC would allow for a carry-over of some of the Conservators' monies for the following year.

Willow No. 852 was reported to be interfering with a resident's television reception at 14 Fen Road, Chesterton. The landowner had been told that he could use the services of a tree surgeon to reduce the crown height. The tree subsequently became dangerous; rot had caused a large portion to become unstable. Following some high winds, Cambridgeshire Highways confirmed that the tree was in a precarious state on 31st August and needed to be attended to for public safety reasons. The rotten sections were removed by the Conservators' tree surgeons, Town & Country Tree Surgery Co. on 3rd September. Unfortunately, in the course of these works, the wall to the rear of 14 Fen Road was damaged. The contractor's insurers were to deal with any claim.

6.5 Acts / Byelaws

6.5.1 Bank maintenance: Piling works were due to recommence in the autumn.

6.5.2 Breaches of mooring policy: Certain vessels had been overstaying the 48-hour limit at the visitor moorings near Jesus Green; the appropriate notices had been issued. The growth in the number of commercial punts using the Middle River suggested that more dedicated enforcement action might be required in this area in the future. It had become apparent that the Conservators' Mooring Policy along Jesus Green Frontage, where mooring is prohibited, had not been enforced since the Policy was introduced in the year 2000. With the rapid growth of independent punt operating businesses, this had led to the situation where a large number of punts owned by independent operators had been moored to the riverbank, plying for trade and causing, in some people's opinions, a nuisance. Their presence had created problems for the City Council's enforcement team. Jesus Green was within the City Council's area for controlling street trade and the City had put a ban on touting in this area. Commercial transactions taking place on the water however, could not be subject to this touting byelaw thus this type of trade could not be prevented from taking place using these enforcement measures. Many of these independent commercial punt operators had bought their vessel registrations for 2007/08 on the premise that they might use Riverside walkway (mooring unrestricted) and Jesus Green Frontage (mooring prohibited) as moorings. It was considered unfair to penalise these operators half-way through the licensing year with an abrupt ban, given that their registration fees had been accepted. With the diminishing trade at the end of summer, it was likely that illegal trading and nuisance issues would abate. A fair and sensible approach would be to remind all commercial independent punt operators of the Conservators'

Moorings Policy before the start of the 2008/09 season so that they might make alternative mooring arrangements, or desist from trading.

6.5.3 Moorings under Bridges: The River Bailiff had reported congestion under Magdalene Bridge, caused by Scudamore's moored punts. A recent photograph had shown four vessels moored abreast, past the mid-point of the bridge span. This practice had been ongoing for many years, albeit in contravention of the Conservators' Moorings Policy which states that punts should be moored to either the stations or to Riverside walkway between Quayside and La Mimosa. Attaching punts by means of mooring lines to anchor points under both Magdalene and Silver Street Bridges had not been agreed with the Conservators.

6.5.4 Incidents: Dr Chancellor had enquired about the extent of flooding along the Backs in the past, following an enquiry by Trinity Hall's insurers. The River Manager found some photographic evidence of the extent of the 2001 floods at Queens' College on their web pages.

The CRA Time Race, on the evening of 10th July, was disrupted by the cruiser G15462 'Snow Goose', which ignored the marshal's requests to stand by and proceeded to make headway upstream. A verbal altercation ensued. The couple on board had started their journey at the Plough, so they were unaware that a racing event was in progress. The River Manager wrote to the owner of 'Snow Goose' asking for their version of events. Witness statements had been shared between the relevant parties. The owners of 'Snow Goose' had a legitimate excuse for their need to cruise upstream at that time. They had felt intimidated by the shouting and just wanted to move on as swiftly as possible. The rowing representatives conceded that when tempers were running high, with a time schedule to meet, it was easy for an assertive manner to be misconceived as aggression. No further action was considered appropriate against the motor vessel owners.

Two potentially serious incidents had been reported, involving narrowboats and rowing vessels, adjacent to Stourbridge Common and the Boathouses. The first took place on 15th July. An 'eight' from Cantabrigian R.C. approached the narrowboat 'Friendly Fox', at full speed, and collided with the vessel's bow. One of the 'eight's crew was partially immersed in the water with their head very close to the narrowboat's propeller. The narrowboat skipper put his engine into neutral. When he tried to establish the cause of the collision, the eight's crew became very defensive and the exchange became heated. In the opinion of the narrowboat skipper, it was because the diminutive cox could not see past the large rowers seated in front of her. The second incident took place on 29th July and involved narrowboat 'Rayner' and a coxed four from Wolfson

C.B.C. which cast off and promptly capsized under 'Rayner's' bows. 'Rayner' had been forced to run aground; her skipper claimed that the propeller may have been damaged, and the insurers had been notified. The narrowboat had been chased upstream to Jesus Lock by a coach on a bicycle, who verbally abused the skipper and crew. Both narrowboat skippers claimed to be competent and experienced; they took appropriate actions to avert potential injury to the rowing crews. The wind was a contributing factor in the second incident. The skipper of 'Rayner' was encouraged to submit her report to ARA, using their Incident Report Form. This was copied to the Regional Water Safety Advisor and Mr Key, President of the CRA. The River Manager had suggested that a joint meeting should be held to discuss this incident. The skipper of 'Rayner' felt that the rowers' emergency procedures were not as robust as they should have been. Similarly, the skipper of 'Friendly Fox' requested that the River Manager should undertake a thorough and comprehensive review of safety procedures at Cantabrigian B.C.

It was felt that communication between the rowers and motorised vessel owners might be improved by:

- (1) Boat-based event marshalling by the rowing clubs so that vessels not involved in the races could be intercepted and, if necessary, escorted along the channel ahead of, or behind, races in progress (this safety vessel might reasonably be granted an exemption from the speed limit so that it could be deployed at the head or tail of the course, quickly);
- (2) The emplacement of temporary warning buoys mid-channel at the head and tail of the race course for the duration of the races only so that masters of non-racing vessels might clearly see that they were entering the racing zone;
- (3) The issuing of a provisional diary of events with the Conservancy's vessel registration renewal notices in February. N.B. This would not capture EA-registered vessels which represented the majority of motorised vessels in the Conservancy Area.

The BW Safety Advisor was due to visit Baits Bite to install IRIS (Incident Reporting and Investigation System) on the office computers. This software had been designed to assist navigation authorities to record, investigate and manage incident and accident reporting. Collated data could be sent to the AINA office to supplement their national database, so helping to identify common incidents and accidents.

The River Manager had agreed to attend one of the induction talks to the University novice coxes with Mr Brown on 31st October.

An elderly gentleman and his wife in a punt were rammed from behind under the Bridge of Sighs on Sunday 16th September by an independent commercial operator. The gentleman involved in the incident was incensed by the behaviour of the chauffeur and clients on the offending punt, and requested that the River

Manager took action. A warning letter had been sent to the registered owner threatening revocation of registration.

A lady reported the loss of a precious Rolex watch under Trinity Bridge. She had hoped that it might be found during a river lowering window. The River Manager expressed doubts that it might be found in this way. The lady was referred to a diving company and advised that permission was required for any diving operations to take place.

- 6.5.5 Navigation: Regional navigation was disrupted on 22nd June when a single-track railway bridge near Stretham on the River Great Ouse partially collapsed after a freight train derailment. The EA were forced to close navigation and boaters making their way to the IWA Festival were forced to make alternative arrangements via the Hundred Foot River. The river was reopened on 10th August, although a navigation restriction remained in place until the new bridge was lifted into place.

The 'Change over to left' sign at Grassy Corner was damaged during the Town Bumps. The river crew were arranging a replacement sign to be erected.

A rower questioned the legality of sailing dinghies using Long Reach. Sailing vessels were not prohibited from using these reaches; the normal rules of navigation applied. In times past, Long Reach had been used for sailing races.

The river crew recovered the uppermost boat roller from Bishop's Mill Sluice on 23rd August which had become detached from its fixing points. The City Council had been notified. The loose boat roller was being held at the Clayhithe Depot.

- 6.5.6 Obstructions: A weeping willow collapsed into the Middle River from Laundress Green on 15th July. It was removed by the City Council.

A large lateral branch of a willow tree next to the river wall of Trinity Hall fell into the river on 24th July, trapping a punter under some branches for a short time. The emergency services attended and the Police closed off the river with hazard tape. Fortunately, the lady involved only suffered minor injuries. The river crew assessed how the tree might be removed but decided that this was beyond their equipment's capabilities. Trinity Hall employed tree surgeons to remove the tree from the navigation. Once the area was made safe, the river was reopened swiftly to reduce traffic problems. Punts were able to negotiate the obstacle, with the tree surgeons in attendance, keeping the public at a safe distance. The Conservators' barges were loaned to the tree surgeons for them to load-up the branches for removal from the site. These costs were recharged to the tree surgeons. Dr Chancellor expressed his deep gratitude to the river crew and Deputy River Manager, in particular, for their prompt assistance in what could have been a very nasty incident. He also thanked Mr Ingersent for Scudamore's help

and contribution to this effort. The willow was one of several which had fallen in the previous 2 weeks as a consequence of honey fungus which could not be detected from an external survey by a qualified assessor. Mr Macnaghten asked if the Colleges might consider a simple inspection along the Backs; other trees were likely to be affected. Dr Chancellor confirmed that the riparian colleges were agreeing a policy of tree management along the Backs and that they were aware of their responsibilities. The Chairman reassured everyone present that there was a strong awareness of this hazard amongst the riparian landowners.

Two large straw-bales were rolled into the Upper River and ended up on the sluice gates at Bishop's Mill in mid-August. The probable source of the bales was rented land on the west bank at Grantchester. Attempts to contact the tenant farmer were unsuccessful. The local Community Beat Police were alerted to this criminal activity, which had implications for the City's flood defences. Other, smaller straw bales had been recovered from St John's pool and Jesus Sluices by the River Bailiff.

Riverboat 'Georgina' had experienced problems at her moorings due to a submerged obstruction. The river crew used the Berky weed harvester to 'fish' for objects but only a small hummock of sediment was found; this was smoothed over using the dredging arm and this seemed to resolve the problem. The JCBC Boatman reported eight shopping trolleys in convoy being rolled into the river in front of his eyes by a gentleman with a dog on 4th September. The Berky was operating nearby and was able to retrieve them from the waterway immediately. The manager of Cooperative Stores, Chesterton Road, came to the boathouse to reclaim the trolleys. The River Manager reported the incident to the local Police.

Four large willow trees were continuing to cause difficulties to navigators by obstructing visibility: Fort St George Footbridge (ownership uncertain), opposite Riverside Place (City Council), upstream of the Green Dragon Bridge (privately owned) and Stourbridge Common, downstream of Green Dragon Bridge (Common Land). The River Manager was in the process of submitting Tree Works Application Forms to the City Council so that the public might be informed of the intention to reduce the problematic portions of the tree under the Acts and Byelaws. Costs would be recharged to the landowners if possible.

There were a number of objects, including concrete blocks, along the length of the Riverside retaining wall, which were causing silt to build up. The depth of water was becoming very shallow in some places along the wall. Some of these objects were scheduled to be removed during the autumn work programme.

6.5.7 Pontoon licences: The Late Payment of Commercial Debts (Interest) Act 1998 was introduced by the government to encourage a business culture of timely payment by those receiving credit, giving businesses a statutory right to claim interest from other businesses if they were late in paying their bills. For debts pertaining to contracts made on or after 7th August 2002, supplementary legislation was in place under the terms of the Late Payment of Commercial Debt Regulations 2002. The Licence for each pontoon sets out contractual Terms and Conditions upon which a 'service' was supplied and the pontoon licences could, therefore, fall within the definition of a service under the 1998 Act. It was possible that late payment fees could be levied upon these licence holders if they were to default on making their payments by the due date.

6.5.8 Pontoon licence application, at Quayside, by Scudamore's:
Nothing further to report.

6.5.9 Registration numbers: The River Manager had been searching for a bulk supplier of self-adhesive letters and numbers for the River Bailiff to sell-on to vessel owners. Mr Ingersent had offered the trial use of Scudamore's vinyl-cutting machine up to the end of the year, which had been accepted gratefully. The costs of an in-house machine would be researched and reported at a future meeting.

River Manager

6.5.10 Removal of Sunken Boats: An abandoned, unregistered vessel - G16897 'Growler' - had been recovered to Clayhithe from Riverside. This vessel was half-sunken and listing dangerously. Water had filled the bilges resulting in a small oil pollution incident. EA officers had attended, providing a boom and absorbent pads to contain the leaking oil. The EA were considering recharging their costs to the owner. The vessel owner's insurance representative visited the office to discuss a claim being made by the owner. The owner had not attempted to reclaim the vessel after 2 months' notice so the vessel was advertised for sale by tender. The River Foreman had cleared the rubbish out of the vessel which was in a disgusting state; the flat-bed truck was taken, fully-laden, to the tip. Two more vessels had been issued with 'A' notices at the end of August: 'Thelma Ann' (BW62102) at Riverside and 'Djovaki' at Jubilee Gardens (new to the Conservancy Area and unregistered).

6.5.11 Vehicles on the Halingway: CFPAS requested vehicle access for a one-off fishing match and this had been granted by the River Manager.

6.5.12 Noise: There had been a number of complaints about noise emanating from generators and stereo systems from moored boats at Riverside and Stourbridge Common. It was difficult to

substantiate these reports since they tended to occur out of office hours. The River Manager had requested the assistance of the City Council's noise abatement team to act upon reports received.

6.6 Environment and Planning

6.6.1 Biodiversity: The River Manager had written to Mr Megginson thanking him for making his presentation to the Conservators at the 5th July meeting.

Clusters of Himalayan Balsam plants had been found on the Lower River between the A14 road bridge and Bottisham Lock. The River Manager had asked if the City Council Community Reserves Officer and SCDC Ecology Officer might consider extending volunteers' efforts next year to include these lower reaches in the eradication programme. A boater reported patches of floating pennywort (*Hydrocotyle ranunculoides*), an invasive non-native plant, near the Cam Sailing Club in early August. Mr Bryant confirmed this report. Further investigation showed that this plant was widespread on the Lower River; control measures would be required to arrest its spread. The river crew have already removed some patches using the Berky weed harvester. Control would require regular effort, and the EA had been asked for their advice. Sightings had been lodged with the Centre for Ecology and Hydrology at Wallingford and the Cambridgeshire and Peterborough Biological Records Centre who were collating data on the plant's distribution.

A member of the public complained about brownish-white greasy 'scum' on the Middle River in August. The EA informed the officers that this was the result of willow pollen floating on the water surface and that it would degrade naturally. It disappeared within a day or so of this report.

The River Manager attended a meeting of the Cam Valley Forum on 19th September.

6.6.2 Cambridge City Council Local Plan: A consultation had been received on the Affordable Housing Supplementary Planning Document (SPD). This draft document was subject to public consultation from 3rd September to 15th October 2007.

6.6.3 Cambridge Sports Lakes: SCDC announced on 19th July the appointment of Cambridge Sport Lakes Trust to manage and operate Milton Country Park, which abuts the South West corner of the proposed Sports Lakes site.

6.6.4 CamToo: New promotional leaflets from Mr Moseley were tabled at the meeting.

6.6.5 Planning Consultations: Notification had been received that SCDC has adopted the Development Control Policies Development Plan Document (DPD) and Northstowe Area

Action Plan (AAP) on 19th July 2007. A consolidated Proposals Map 2007 could be viewed on the SCDC website.

Mr Ingersent had queried what progress had been made following-up the 'Future of Jesus Green' consultation which the River Manager had attended in May. Local residents had been surveyed with a questionnaire but the Conservators, as a stakeholder, had received no further notifications. Mr Ingersent had heard of vague plans for a boat station below Jesus Green Lock. Cllr Nimmo-Smith said that a land-based proposal was being taken forward but this was not part of the Jesus Green consultation exercise. Cllr Nimmo-Smith would forward a copy of these plans to Msrs Ingersent and Macnaghten.

6.6.6 SCDC Towpath: Nothing to report.

6.6.7 Land Registry application, at Quayside, by Scudamore's: Nothing to report.

6.6.8 Miscellaneous: The River Manager joined Environment and Pollution Officers from the EA on a tour of Milton Sewage Treatment Plant on 9th August.

There was an apparent oil spill downstream of Riverside on 24th August. The River Bailiff attempted to locate its source. A passer-by said that oil had been visible for 2 days. Heavy rainfall and high river levels had probably flushed this material out of the City's drains.

6.7 Moorings

6.7.1 Camboaters: Camboaters held their Open Boat Day on Sunday 5th July. They had requested permission to moor a boat in Jesus Lock for public display purposes, but permission was denied as this contravened Byelaw 10.2(d). The City Council's permission had not been sought for Camboaters to moor in the vicinity of Jesus Green.

In response to a request from their Committee, the River Manager provided some information for the Camboaters' Newsletter on how to report noise nuisance and collisions on the river.

6.7.2 Clayhithe 48 hour visitor's moorings: The moorings had been well-used over the summer period. The river crew had been asked to make regular inspections of the grass banks behind the moorings for any trip hazards and to attend to filling any holes.

6.7.3 City Council's Moorings' Policy: The River Manager met with City officers on 1st August to discuss ongoing issues relating to the registration of commercial punts and the enforcement of their 'Touting Byelaw'. The City's officers were of the opinion that all commercial operators registered with the Conservancy should undergo a CRB (Criminal Records Bureau) check as

part of their registration requirements on account of their potential for coming into contact with 'at-risk' members of the public. These checks were at cost (c. £35 per individual), often taking months to complete. The River Manager felt that this would place an unnecessary bureaucratic burden on her staff and it would be impossible to implement. The City Council were keen to introduce a badging scheme for commercial punt operators and any touts associated with their business so that legitimate operators holding a touting permit could be readily recognised by the public.

The City Council's Active Communities Team was due to review the success of their Year 2 Policy by means of a questionnaire which would be circulated to river users and interested parties. The Chairman and River Manager met with Active Communities representatives on 10th August to discuss the possibility cost-sharing by sending out a Conservancy review document simultaneously. It was decided that it would be better for the Conservancy's review to be a stand-alone exercise since the questions to be asked were of a different nature and needed to be circulated to a slightly different set of riparian landowners and river users.

Invoices had been raised for the River Bailiff's monitoring of moorings on behalf of the City Council; payment had been received.

The City Council arranged a meeting on 14th September with the River Manager, Cam rowers and Camboaters to review the City's Mooring Policy and salient issues affecting these river user groups in advance of a Workshop in November.

Notice has been given by the City Council that the pump-out station at Jesus Green would be out of commission 1st to 10th October for refurbishment.

6.7.4 Conservators' Mooring Policy: A riparian landowner in Fen Ditton informed the River Manager that a property at 43 Green End was for sale. He feared that any prospective buyer might not know about the restriction of on-river moorings at this awkward bend in the river. The River Manager wrote to the Estate Agents, Tucker Gardner, informing them of the Conservators' Policy. A copy of the Policy was enclosed with the letter for the Estate Agent to include in the documents relating to the sale of the property.

Cambridgeshire Highways had been in contact regarding illegal trading from a number of parked vehicles associated with certain vessels moored at Riverside. There were ongoing problems of rubbish accumulating there. Vessels moored there were registered and complying with the Conservators' Mooring Policy. Trading issues were a matter for Trading Standards. At least one of these residential moorers on Riverside was being charged Council Tax, and his rubbish was therefore collected regularly.

The river crew were due to commence the audit of the Conservancy's mooring signs.

6.8 Registration

6.8.1 Boat Standards: A member of public queried whether there was any way of limiting the number of punts using the river owing to congestion. The Conservators have no legal mechanism for capping the number of boats registered to use the river.

6.8.2 EA Interchange Agreement: The River Bailiff conducted a boat count on 15th August. A total of 293 boats were recorded. The EA did not provide personnel this year due to pressure of work brought about by the IWA Festival at St Ives. The Festival had attracted more boats into the region which accounted for this apparent increase in boat numbers (the 2006 count totalled 271 boats). The Environment Agency had agreed that they would accept the Conservancy's tally. An official order from the EA was awaited, whereupon an invoice would be issued (£39,851.75).

6.8.3 Prosecutions: A number of boats remained unregistered. Archer & Archer would be approached to arrange prosecution proceedings on behalf of the Conservators.

6.9 Events

6.9.1 Events: The 77th CRA Time Race took place on 10th July. The event organisers liaised with Camboaters ahead of the event requesting their assistance in preventing any interruptions to the schedule of races. Regrettably, one vessel did interfere with the racing (see 6.5.4 Incidents). The Town Bumps, 24th-27th July, ran relatively smoothly although one accident required the attendance of an ambulance and an official was harassed by a member of the public on the towpath (see 6.5.4 Incidents). The CRA employed Mr Russell to provide traffic management at Baits Bite Lock.

Cambridgeshire Fire & Rescue had been granted permission to host a series of rescue training days on the Middle and Lower rivers over the last quarter.

CUCBC had provided early notice of their 2008 events for diary which was particularly helpful.

The Champion Cornish Pilot Gig Team had challenged CUBC to a race on the Cam and the date for the competition had been set for Sunday 30th September. Temporary registration would be arranged for the visiting boats.

Lady Margaret Boat Club made a very late request to hold an Old Members' Regatta on Saturday 8th September. The Boatman was unaware of the need to request permission to hold an event on the river. Permission was granted given the limited extent of the course in front of the Boathouses which was not

likely to impinge on the Dragon Boat Festival at Long Reach. Gable Events had paid the fee of £350 for the Dragon Boat Festival. Cambridge '99 Regatta on Sunday 9th September had over 222 entries and the racing schedule was to take place between 9am and 6.15pm at 3 ½ minute intervals. The rowing organisers seemed oblivious to the concept that other boat users might want to navigate the river. The River Manager asked the organisers to employ a marshal at Baits Bite Lock to provide some traffic control and information. They were also advised to inform Camboaters of this restriction to navigation and to improve their liaison in advance of this event taking place next year. For events of this scale it was felt that it might be necessary to issue a formal Suspension of Navigation (fee payable to the organisers) or restrict the number of entries so that the event duration is shorter or to consider implementing a fee for holding this type of event.

The river crew paid particular attention to providing a bank-to-bank weed cut along the rowing course in early September as part of the routine river maintenance programme. Clearing the weeds from the margins helped to reduce the amount of rubbish entrained in the weeds.

A design for a banner had been submitted to a sign company but there were problems with the rowing club digital logos which needed to be resolved. CUCBC and CRA have agreed that the cost of the banner would be split three-ways (approx. £80 per party).

A gentleman from Canada, whose great grandfather (Edward Pleasance) rowed on the Cam, contacted the office concerning a silver cup won by E Pleasance in the CTRC Junior Fours in 1894. Mr Key was able to locate some information on early rowing races on the River Cam published in a book by J.R. Moy. Relevant pages were copied to Mr Pleasance who was delighted to receive this information.

- 6.9.2 IWA Festival (25th-27th August 2007): The River Manager collated promotional materials relating to the River Cam and Cambridge from various sources in advance of the Festival. Cllr H Smith arranged for some tourism leaflets to be delivered to the office. The EA arranged for vehicle and exhibitor passes. A pull-up display was produced with the Conservancy's details and the Conservancy logo was added to the marquee banner, gratis. Mr Bryant and Mr Ingersent provided images for publicity materials. The river crew set up the Conservators' display inside the AINA marquee on Friday 24th August. Site conditions underfoot were atrocious following several days of heavy rain. The Chairman visited the Festival on 25th August to view the Conservators' display in the AINA marquee. A stand-alone leaflet stand was purchased as part of this display. It would be put to good use in the office following the Festival.

6.10 Publicity

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

6.10.2 Notice boards: Notices of events and suspension of navigation had been advertised. The Byelaws notice-board at Sheep's Green adjacent to the Canoe Club was removed when contractors replaced the wooden fence with metal railings. It had not been reinstated at the end of the works. Cambridge City Council had been unable to locate the noticeboard, which was feared destroyed. There was only one spare encapsulated copy of the Byelaws poster in the office.

River Manager

6.10.3 Publications: The summer 2007 edition of GOBA news had been received. The Editor had been unable to include the River Manager's submission in this issue so the text would be included in a future issue.

The Conservators 1/3 A4 size '*Navigating the River Cam*' leaflet was updated for the IWA Festival and a copy had been circulated to Conservators. The EA had re-published their regional waterways guides and the EA waterways team had provided a supply for the office.

6.10.4 Presentations: The River Manager had been invited to provide a talk on the Cam Conservancy to the Ely Hereward Rotary in the autumn.

6.10.5 Media: An article was published in the 31st August edition of Cambridge Evening News on the film-related Suspensions of Navigation on 10th and 11th September along the Backs, quoting the River Manager.

6.10.6 Website: Various events and Suspensions of Navigation had been advertised since the last meeting, including Camboaters' Open Boat Day on 4th July, inspections of Victoria Avenue and the A14 road bridges by W S Atkins, refurbishment works at King's Mill Weir, filming along the Backs and water rescue training by Cambridgeshire Fire & Rescue Services. New rowing events had been added as details had been received (see 6.10.1 Events). Mr Ingersent helped the River Manager to create a 'note for professional photographers and film-makers' which had been posted on the website.

6.11 Any other business - Agreement for River Lowering: At the 11th January meeting, the dates for the river lowering window for 2009/10 were to be provisional only, pending further submissions from Mr Macnaghten. Following the 5th July meeting, the River Manager wrote to Mr Macnaghten asking him to provide a report indicating why the river lowering window should be changed in 2009/10 (i.e. of reduced duration or cancelled altogether). No report had been forthcoming and a

sense of misunderstanding had developed on both sides. The Chairman thought it was appropriate that a meeting should be held, as originally intended, and a sub-committee group would be appointed formally. Conservators were asked to volunteer for this role. Dr Chancellor agreed to represent the colleges. The Chairman proposed that he should be present owing to his involvement historically. Mr Adams would be asked to attend as the EA representative. It was agreed that some data-gathering would be required and a date would be fixed with Mr Macnaghten at the end of the meeting.

Matters for which a decision of the Conservators was sought:-

- 6.2.9 Grazing, 1.74 acres Fen Road: The grazing agreement with Mrs Barton for the period ending 29th September 2007 was due for renewal. The annual fee was currently set at £650. Conservators were asked if they would approve an increase in accordance with the RPI to £675 annually.

Conservators approved this increase in the rental fee, nem con.

River Manager

- 6.4.4 Miscellaneous: Cambridge Canoe Club had proposed a modification to the spillway of Bishop's Mill Sluice – a City Council structure - so that flow could be enhanced, so providing moving water for canoeists to practise their white-water skills. The sluices presented the only site on the Cam with this potential; moving- and white-water facilities were few-and-far-between in the East of England. An attempt was made in the winter of 2006/07 to modify the flow with sandbags; this trial had met with limited success. With the assistance of BCU, a consultant engineer had drawn up plans for flow deflectors to be attached to the wing walls of the sluices to change the shape of the hydraulic jump temporarily during training sessions. The deflectors could be raised and lowered by means of crank-shafts. The Club would adhere to an operational protocol for its safe usage. An emergency override had been designed in case the mechanism failed. The Club's consultant engineer had proposed a 24-month trial period. Cllr Nimmo-Smith was not certain how far this consultation had gone within the City Council but he was concerned about issues of liability. The EA was being consulted. River bank works required a licence under sections 15 and 16 of the 1922 Act. Dr Chancellor thought that any licence agreement should include responsibilities for maintenance and Dr Walker cautioned that the Conservators should seek indemnity. The effects of scour or siltation on the river bed near the structure could not be predicted with any certainty. The proposal was put to the vote.

Conservators agreed to the proposal in principle, recognising that other interested parties (City Council, Environment Agency) would require full consultation by the Canoe Club and BCU. A licence would have to be granted for these works under the terms of s15 and s16 of the 1922 Act which should include terms for maintenance responsibilities and a statement providing the Conservators with indemnity.

- 6.5 Acts / Byelaws: Enforcement and Penalties: Those contravening the Conservators' Byelaws could only be prosecuted on the basis that any conviction would not exceed a maximum fine at level 1 on the standard scale (Section 37, Criminal Justice Act 1982). This maximum fine equated to a figure of approximately £100. Upon prosecution, only the cost of the issue of the Summons (approximately £100) could be reclaimed from the offender, and the Conservators were liable for their own legal costs. A Level 1 fine did not seem to offer sufficient threat to vessel owners for non-registration, and it was out of line with the EA which had powers to impose penalties not exceeding level 3 on the standard scale up to a maximum of £1000 (mis-reported as level 2 in Minutes, 1st July 2004). The River Manager asked Conservators if she might seek legal advice with a view to approaching the Secretary of State for permission to change the Byelaws to raise the penalty to a level 3 fine. Cllr Nimmo-Smith was concerned that this might be too severe and perhaps inappropriate for all of the Conservators' byelaws. It was understood that it was at the Magistrate's discretion to apply a penalty within the range up to the maximum. Byelaw alteration was not a trivial exercise however, and the Chairman therefore asked Conservators if the whole suite of Byelaws should be reviewed since certain clauses were now becoming outdated and irrelevant (i.e. bathing regulations). Any changes would require a public consultation. Informal advice from the EA and AINA should be sought.

River Manager

The Conservators agreed that a review of the Byelaws should be presented by the River Manager at the January 2008 meeting.

- 6.1.3 AINA: The River Manager had been asked to join the AINA Executive Committee and to attend their next meeting in December 2007. This followed a previous invitation which she declined on account of being new to the job role. Joining the Executive Committee presented certain benefits to the Conservators and River Manager in terms of recognition of the River Cam and in terms of networking opportunities and information exchange with other authorities. The Executive Committee normally held 3 meetings per year at different

venues. Travel costs would therefore be in the order of £180 per annum. The Chairman put this proposal to the vote.

Conservators agreed this motion, unanimously.

7. Dates of Next Meetings:

The meetings for Thursdays 10th January 2008, 10th April 2008 and 10th July were confirmed and 25th September 2008 was agreed.

Cllr Nimmo-Smith made a speech recording his gratitude to Professor Chisholm for steering the ship since 1990, taking the Conservancy forward from a position of relative stagnation and shaping it into a modern organisation with a strong sense of its identity and responsibilities. The range of issues presented to Professor Chisholm in his time as Chairman had been taxing, and had involved huge amounts of diplomacy, tact, and sometimes forcefulness, when negotiating with a wide range of people with conflicting interests. The Chairman's handling of the Conservators' business had been conducted to the great benefit of the river community. The new workboat had been named in his honour and his name would be noted in the annals of the Conservators' history. Conservators applauded the Chairman.

The Chairman thanked the Conservators for their support. He had become a Conservator in 1979 at the invitation of the then Vice-Chancellor. Since that time he had learned a great deal, enjoying most, but not all, of the matters put before him. He wanted to thank all Conservators past and present, and Observers and members of the public, for giving up their time to share in these discussions. Contributions from the public had been very helpful and it had been Professor Chisholm's innovation to allow members of the public to speak at open meetings; prior to this the public had been allowed to listen only. This executive decision had worked very well and he was proud of it. His final thanks were extended to the Conservators' officers, those present and past, who were essential to the implementation of the Conservators' decisions in the day-to-day running of the authority. The Chairman closed the meeting noting that it had been completed in almost record time.

There being no other business, the meeting closed at 11.10am.